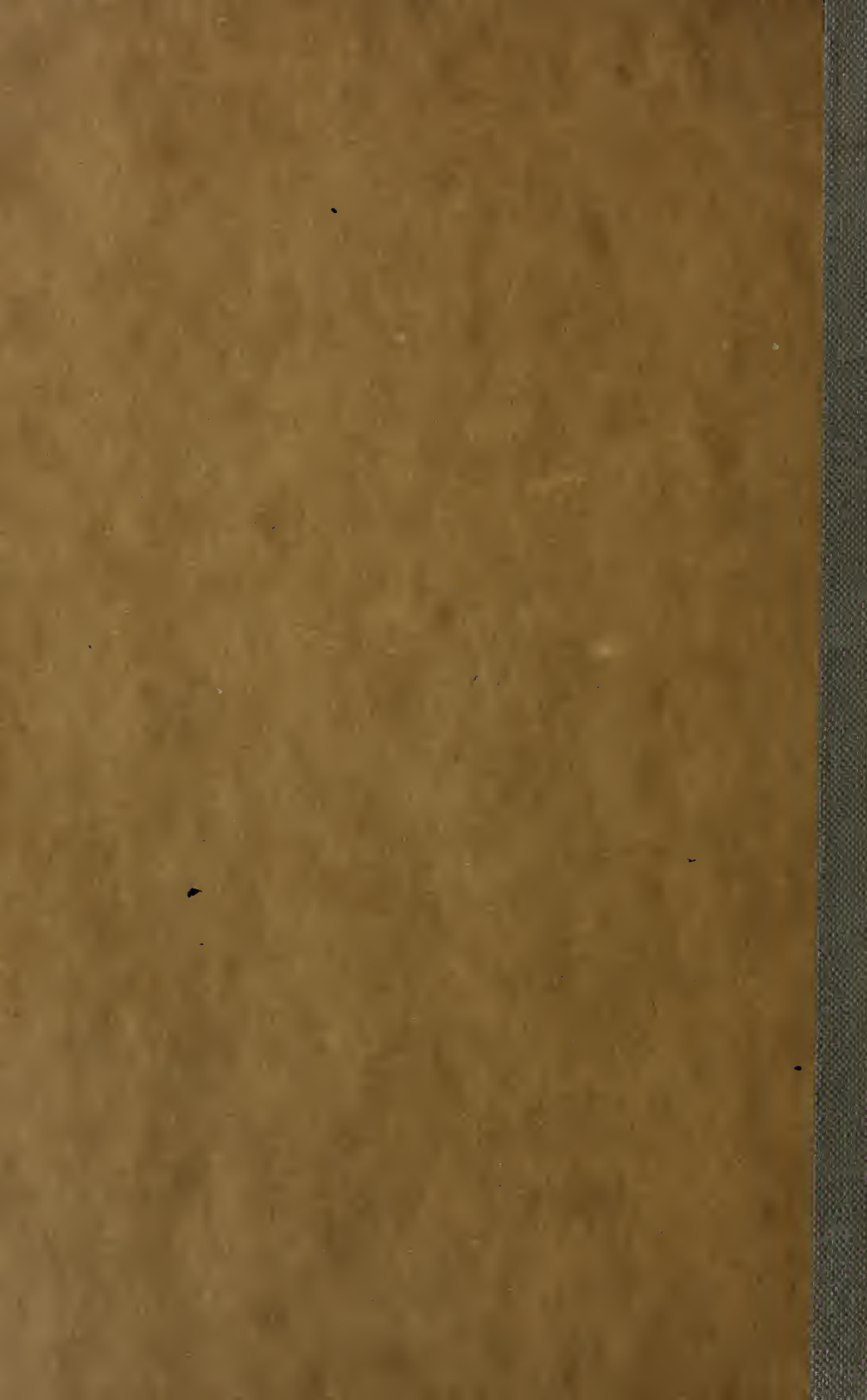


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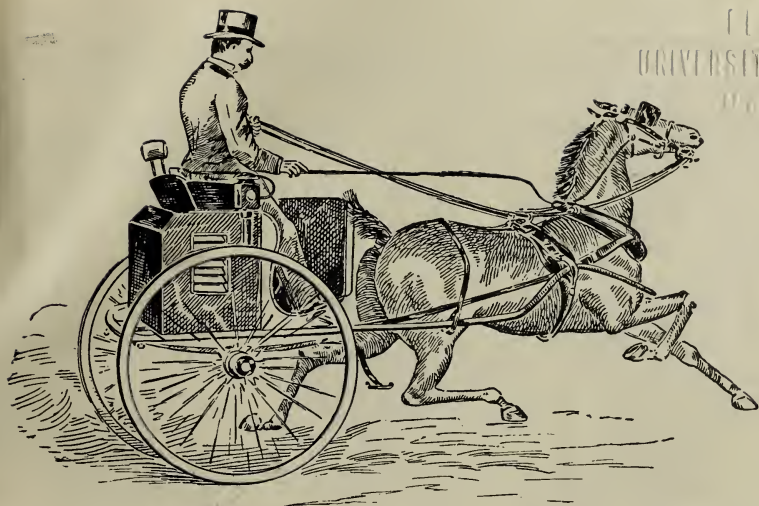
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MAP OF THE PARKWAY, WITH LEVERETT PARK, JAMAICA PARK, AND ARNOLD ARBORETUM TO FRANKLIN PARK AT FOREST HILLS ENTRANCE.

BOSTON PARK GUIDE

INCLUDING THE

MUNICIPAL AND METROPOLITAN
SYSTEMS OF GREATER BOSTON.

BY SYLVESTER BAXTER,

SECRETARY OF THE

PRELIMINARY METROPOLITAN PARK COMMISSION.

prepared with the use of Official Illustrations and Maps, by special
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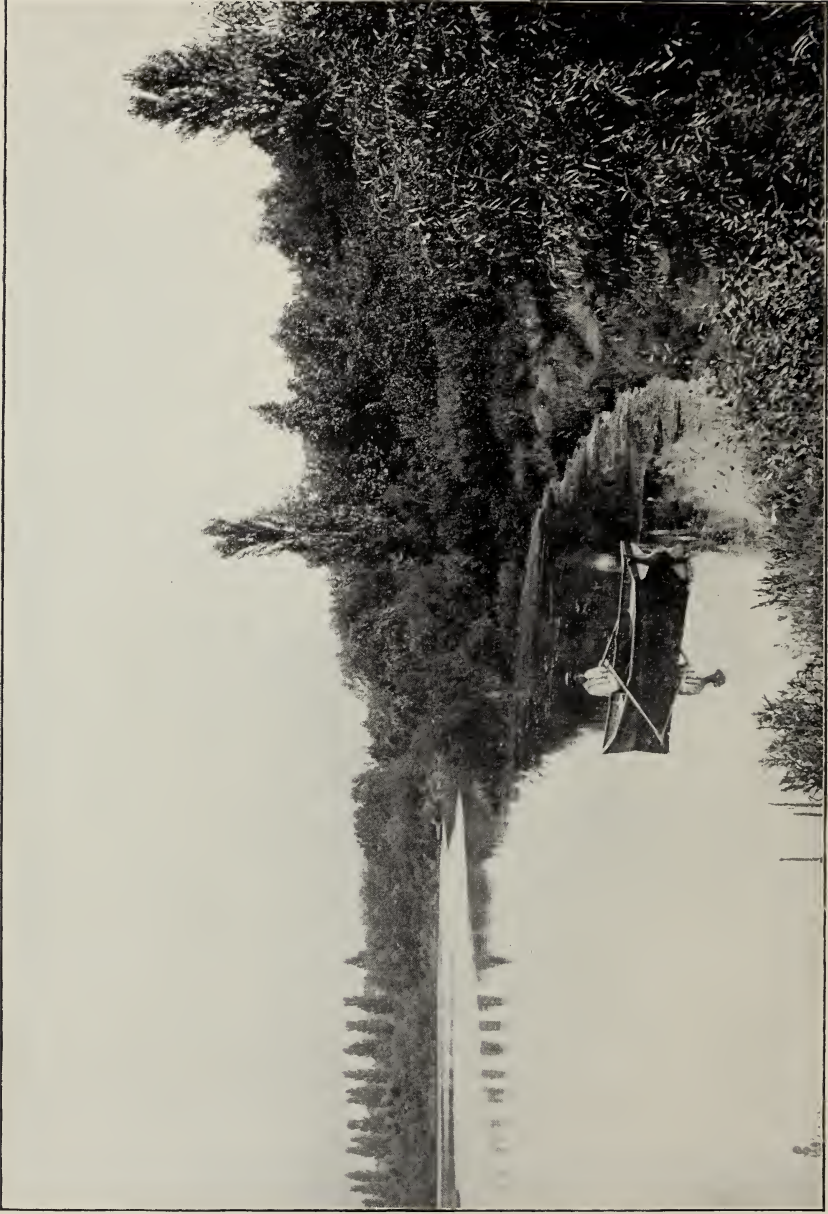
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THE FENS — COVE ON EASTERLY SIDE.

BOSTON PARK GUIDE.

PART FIRST.

THE BOSTON MUNICIPAL SYSTEM.

BOSTON is famous among American cities for the beauty of its environing landscape. No one can be said really to know Boston who is not familiar with this important aspect of the city, and as the charms of the most characteristic scenery about the New England metropolis have best been preserved in ideal form in the public parks and recreative open spaces, this guide has been prepared, that both strangers and residents may obtain in compact and comprehensive shape, the information necessary for convenient access to and proper enjoyment of their various features.

In beauty of location, in artistic design, in thoughtful adaptation to peculiarities of site, in development in a way to meet the widest possible requirements on the part of the public, as well as in variety and extent, the park system of Boston and its metropolitan vicinage, existing and projected, surpasses that of any other city in the world. In the metropolitan district the area of public reservations of various kinds for recreative and water-supply purposes amounts to something over 14,000 acres. This includes bodies of water enclosed by public lands, such as Fresh pond in Cambridge, and Spot pond in the Middlesex Fells, but does not include such water areas as Charles river basin, the almost land-locked Pleasure Bay of Marine park, the Mystic lakes, or Lake Quannapowitt, in Wakefield, which are bordered on one side by park lands, and which also might be taken into account as recreative, public open spaces. with their facilities for boating, bathing, skating, etc.

The Boston parks may be divided into two systems: the municipal parks of the central city, and the parks of the metropolitan district and the suburban municipalities. Not including the historic Common and the more modern Public Garden, with the minor urban open spaces, the municipal system, administered by the Boston park commission, has a total area of over 1300 acres, and up to date has cost something over \$12,000,000 for lands and construction. The creation of the system was authorized by popu-

lar vote in 1875, and construction was begun in 1879. Not until 1887, however, did the improvement of the greater portion of the system begin. The parks are therefore still in their early stages of development, and in many portions years must elapse before the full beauty of their design becomes apparent. The design and general supervision of construction was at the start, fortunately placed in the hands of Mr. Frederick Law Olmsted, and has remained with him and his associates, now Messrs. Olmsted, Olmsted & Eliot (John C. Olmsted and Charles Eliot, with formerly the late Henry Sargent Codman). The same are also landscape architects advisory for the metropolitan park commission.

The main distinctive characteristic of the Boston municipal system is its design as a series of parks, each possessing an individual landscape character and special recreative functions, united by a chain of drives, rides and walks, forming a grand parkway of picturesque type five miles in extent, reaching from the heart of the city into the rural scenery of the suburbs. This is a unique thing in park design. It has become enormously popular and gives access to four parks of remarkable beauty, for riders of bicycles and horsemen, as well for pedestrians and those driving in carriages from the business centre. A similar parkway connection with the metropolitan parks to the southward, in extension of this chain, has been determined upon, and it is probable that like connections will also be made to the westward and northward. This chain of pleasureways and parks begins at the Public Garden in Commonwealth avenue, and will be considered in detail as follows:

I. COMMONWEALTH AVENUE.

This great avenue was designed by the late Arthur Gilman, architect, as the central feature in the plan of the Back Bay lands. It is celebrated as one of the stateliest urban thoroughfares in the world. It was named from the circumstance of being laid out over lands belonging to the Commonwealth of Massachusetts. It has a width of 200 feet, besides a reserved space of 20 feet between building line and sidewalk on either side, making a total width of 240 feet from house to house. There is a planted space with grass, trees and footway in the centre, with macadamised roads on either side. It was incorporated into the park system from the Public Garden to the crossing of Beacon street, in 1894; the extension from Beacon street through the Brighton district to Chestnut Hill reservoir is in control of the street department, thence extending through the city of Newton to Charles river. Monumental features: statue of Alexander Hamilton, by William Rimmer, of Gen. Stephen Glover, by Martin Milmore, of William Lloyd

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THE FENS — BOYLSTON BRIDGE.

Garrison, by Olin L. Warner, of Leif Ericsson, by Anne Whitney. Architectural features: palatial private dwellings, First Baptist Church, designed by H. H. Richardson (colossal reliefs on tower by Bartholdi), Hotel Vendome, Algonquin Club house. It is proposed gradually to reconstruct the avenue in accordance with a more formal, magnificent and decorative design.

II. THE PARKWAY.

The Parkway is an irregular and comparatively narrow strip of roads, foot-paths and saddle-paths for pleasure purposes enclosing picturesque scenery, running something like five miles from Charles river near Harvard bridge to Franklin park, and, with Commonwealth avenue, making a continuous drive of about six miles from the heart of the city at the Public Garden, connecting and traversing Leverett park, Jamaica park and the Arnold Arboretum.

"If the courses of brooks, streams, or rivers can be included in parks, or in strips of public land connecting park with park or park with town, several advantages will be secured at one stroke. The natural surface-drainage channels will be retained under public control where they belong; they will be surely defended from pollution; their banks will offer agreeable public promenades; while the adjacent boundary roads, one on either hand, will furnish the contiguous building land with an attractive frontage. Where such stream-including strips are broad enough to permit the opening of a distinctively pleasure drive entirely separate from the boundary roads, the ground should be classed as a park. Where the boundary roads are the only roads, the whole strip is properly called a parkway; and this name is retained even when the space between the boundary roads is reduced to lowest terms and becomes nothing more than a shaded green ribbon, devoted perhaps to the separate use of the otherwise dangerous electric cars. In other words, parkways, like parks, may be absolutely formal or strikingly picturesque, according to circumstances. Both will generally be formal when they occupy confined urban spaces bounded by dominating buildings. Both will generally become picturesque as soon as, or wherever, opportunity offers."—*Frederick Law Olmsted*.

The foregoing is quoted as admirably defining the nature of a parkway. Of the formal type, Commonwealth avenue and Beacon street (through Brookline to Chestnut Hill reservoir) are most conspicuous examples. This type is also familiarly known as a "boulevard." Of the picturesque type the Parkway, as it is simply called, is the first and most important example in this country. It is immensely popular, providing for Boston a great concourse

for pleasure driving, riding on horseback and bicycle riding similar to those of the great capitals of Europe and that of New York in Central park, of Chicago in the Lake drive, and of Mexico in the Paseo. The five subdivisions have locally descriptive names, all with the common terminal of "way," with the exception of the first, which is called "Charlesgate"; "Fenway", "Riverway", "Jamaicaway", and "Arborway".

In general character the Parkway resembles the Festungs-Anlagen of various German cities, like Bremen and Leipsic, where the demolition of the ancient fortifications surrounding the old "inner cities" gave opportunity for creating pleasure-grounds upon the open spaces thus left—the inequalities of surface made by the debris, together with the ditches that surrounded the walls, inviting picturesque forms of treatment in landscape and water surfaces. But the scale of the Parkway is far more extensive than any of its German prototypes. Like them, as we have seen, it originated in the artistic handling of an important engineering problem, as the most practical and economic form of development. And with its opportunities for diverse forms of recreation by land and water, it has already become one of the most popular of Boston institutions. The Parkway is a line of communication for pleasure purposes, distinguished by picturesque and continually varying scenery, with water-courses as the central feature for the greater part of its length and furnishing the leading motive of the design, the space here and there expanding into genuine parks. The remarkable delicacy of artistic perception which has guided the design of the Parkway is manifest in the way in which the successive sections form natural steps in the gradual development of scenic changes from the maritime, marshy character of the Fens to the rural and pastoral New England aspect of Franklin park. The lower basin of the Fens, for example, is of the purely salt-marsh type, while the upper basin, with its frequent islets and more prominent bits of upland, recalls the landscape of the more inland reaches of marsh scenery on the coast.

THE CHARLESGATE.

The Charlesgate is the first section of the Parkway, between Charles river and Boylston road. It is so called from the water-gate connecting the overflow channel of Stony brook with Charles river. It is an irregular water way with abrupt banks densely covered with trees and shrubbery enclosed between two roads named Charlesgate East and Charlesgate West, the street architecture making a formal frame for a bit of simulated wild nature crossed by Beacon street, Commonwealth avenue, and the Boston & Albany Railroad, with low-level and plain bridges without architectural features.



THE FENS — AGASSIZ BRIDGE.

THE FENS.

The Fens is the second section of the Parkway, also known as "Back Bay Fens," between Boylston road and Brookline avenue. It is an irregular tract of land and water enclosed by Fenway on the eastward and southward and Boylston and Audubon roads on the westward and northward boundaries. It is primarily an engineering work designed to effect a drainage and sanitary improvement of vast importance; a landscape treatment was found to be the most effective and economical form of dealing with the problem.

Stony brook is a stream subject to sudden and violent floods; the sewage deposits on the Back Bay flats here were a menace to the health of the city and threatened the ruin of the Back Bay district as a first-class residential section. In the necessity of meeting these difficulties the entire modern park system of Boston had its beginning. The noisome flats were taken for park purposes, and the engineering and landscape experts employed devised between them a plan for solving both these difficulties of flood and of sewage pollution. Two broad basins were provided, of sufficient capacity to hold and retain the storm waters of Stony brook at times of flood coincident with a period of high tide in the harbor, the ordinary flow of the brook being discharged through a covered channel. The filling in of the flats remedied the danger to health. To give the desirable landscape aspect to the scene a strikingly original but beautifully simple design was adopted, in simulation of the characteristic salt-marsh scenery of the New England coast—a brackish creek, meandering amidst fens with bosky banks. This landscape was entirely created from a basis of foul tidal flats, but so natural is its aspect, so resembling to scenes that once existed in the near neighborhood, that it gives the impression that, by some fortunate accident, a typical landscape of this character had been preserved for its exceptional charm in the midst of the city growing up around it, and finally utilized as the motive for a park improvement. The water level in the Fens is maintained at an average of three feet below mean high-water mark in the tidal basin of the Charles. A tidal rise and fall of a few inches keeps the water in circulation and prevents stagnation, modifying the inflowing fresh water sufficiently to give it a brackish character. At times of sudden flood in Stony brook the marshes are overflowed and the basins have temporarily the appearance of lakes until drained by the fall of the tide in the harbor.

In the landscape results the expectations formed from Mr. Olmsted's discussion of the proposed plan in the park report for

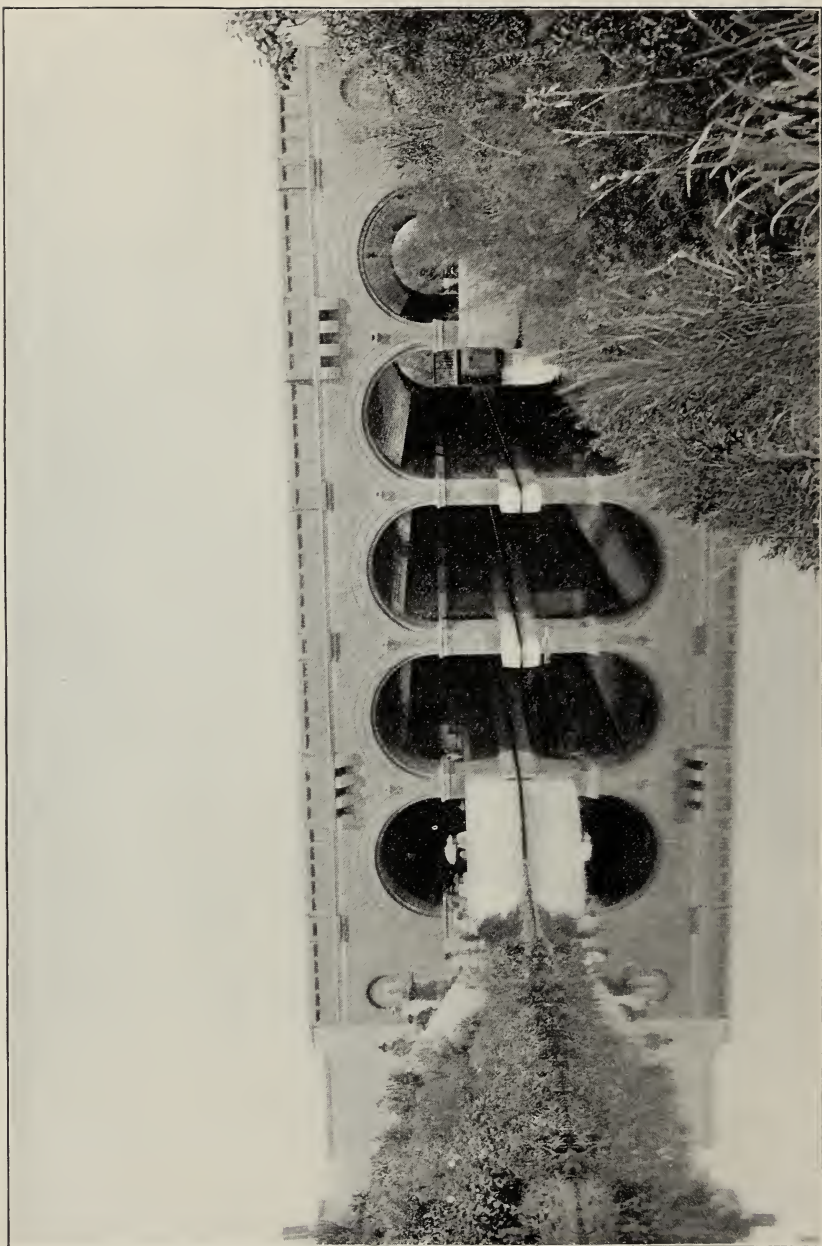
1879 have been fully realized. Said Mr. Olmsted: "It may be confidently anticipated that, under judicious detailed treatment, the several broader constituents which have been named—the waving fenny verdure, the meandering water, the blooming islets, and the border of trees and underwood following the varied slope of the rim of the basin, like the hanging woods of a river bank—would dispose themselves in compositions of a pleasing character. The effect would be novel, certainly, in labored urban grounds, and there may be a momentary question of its dignity and appropriateness, but this question will, I think, be satisfactorily answered when it is reflected that it represents no affectation or caprice of taste, but is a direct development of the conditions of the locality in adaptation to the needs of a dense community. So regarded it will be found to be in the artistic sense of the word, natural, and possibly to suggest a modest poetic sentiment more grateful to town-weary minds than an elaborate and elegant garden-like work would have yielded. . . . The tints, lights, and shadows and movement of salt-marsh vegetation, when seen in close connection with upland scenery, are nearly always pleasing and sometimes charming."

From Boylston road, near the bridge, a footpath begins the line of the main walk, or stroll, through the Parkway. It follows the fenside, embowered in trees and shrubbery, with diversified views over the water, coming close to the shore here and there, in pleasant little intervals of sandy beach. In the borders are flowering shrubs in great variety, together with a profusion of herbaceous perennials, affording an uninterrupted procession of bloom from the earliest spring to late autumn, and suggesting that the rich and varied growths of neighboring gardens had run wild and naturally established themselves here.

"The Ride," or saddle-path, of soft gravel, also begins at Boylston road and follows the general course of Fenway and its continuing drives through the Parkway, taking a course of its own through the shrubberies wherever space permits, and carefully designed so as not to cross footways at grade wherever it can be avoided. A branch of the Ride connects with the saddle-path on Beacon street through Brookline to the Chestnut Hill Reservoir. It may here be noted that Boston is supplied with special provisions for equestrian exercise to an extent greater than any other city in the world. London, with all its riding, has less than a mile of saddle-path. In the Boston park system there are six miles, making, with the three miles of Beacon street, a total of nine miles.

Both for pleasure ways and convenience of traffic numerous bridges are necessary throughout the Parkway, and these have been given an appropriate architectural character, lending mate-

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THE FENS — STONY BROOK BRIDGE.

rially to the picturesque interest of the scenery. In the Fens there are four of these bridges. Most important is Boylston bridge, a high structure carrying Boylston road with its impressive line of Lombardy poplars, spanning the water with a noble arch. From certain points of view looking southward, particularly from Commonwealth avenue bridge, this arch is the frame of a beautiful quiet, distant rural scene. This bridge was designed by the great architect, the late H. H. Richardson. Agassiz bridge is a rustic structure of five narrow arches varying in height, built of rough conglomerate from Franklin park and draped with herbaceous and trailing plants growing from the crevices. It carries Agassiz road across the Fens and separates the two basins. The Stony Brook bridge, designed by C. Howard Walker, carries Fenway across the canal-like channel by which Stony brook flows into the Fens at Huntington entrance. The formal character of the canal invites a more elegant treatment in the bridge architecture than is given the other bridges; it is built of brown brick in Italian style, with light arches. Since the footway passes beneath the bridge, and crosses by a light iron separate structure, the arches are lined with glazed brick to give an attractive appearance and are lit by electric lamps at night. Fen bridge is a simple rustic structure of boulders mantled with vegetation after the fashion of Agassiz bridge. It connects Fenway and Audubon road. The Fens end here, although the brackish water continues to Brookline avenue.

An attractive feature of the Fens are the waterfowl, mostly ducks and geese of numerous varieties. They are cared for through the winter near Agassiz bridge. A building in Japanese style, designed by Edmund M. Wheelwright as city architect, is to be erected here for their accommodation and also as a boat-house. When this is ready canoeing will be permitted on the Fens, and ample facilities will be provided by the Park Boat Service (see Marine Park).

Facing Boylston entrance, at the beginning of Fenway, the memorial to John Boyle O'Reilly—Daniel Chesier French, sculptor, C. Howard Walker, architect—will be erected in the course of this year.

Street-cars: To Boylston entrance at Massachusetts avenue—Cambridge, Reservoir, Allston and Oak Square lines from Tremont House; to Westland entrance from Massachusetts avenue near Huntington avenue, Huntington and Tremont entrances from Huntington avenue—Brookline, Longwood avenue, Cross-town (green) lines, Cross-town (blue) to Fields corner line, all over Huntington avenue; latter two to Massachusetts avenue (Westland entrance) only.

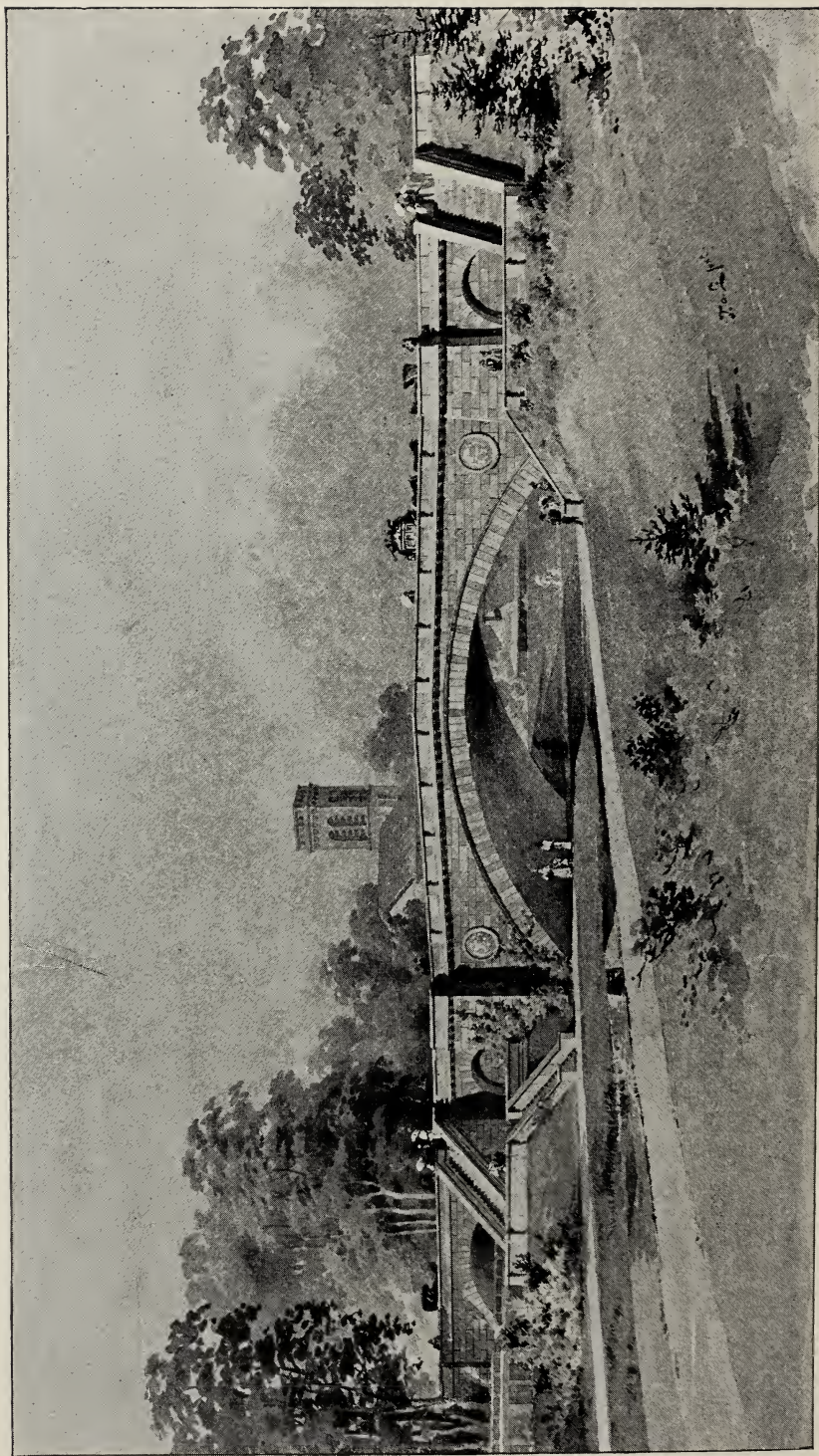
THE RIVERWAY.

The project of this section of the Parkway, like the Fens, had its origin in a sanitary problem. The neighboring residence sections in Boston and Brookline were threatened with deterioration by the pollution of Muddy river with sewage. To avert this the improvement was carried out by the harmonious coöperation of the Boston and Brookline park commissions. The greater part of the Riverway lies in the two municipalities, the watercourse forming the boundary. The Riverway embraces that section of the Parkway between Fen bridge and Tremont street. The more important portion, including the main drive, lies on the Boston side. It follows the line of the stream known as Muddy River, which gave to Brookline its original name of "Muddy River Hamlet" and supplied the circumstance which gave that town its present name in the fact that the boundary between it and Boston was formed by a "brook-line." This watercourse takes the surface drainage from Jamaica pond and also from the valley traversed by the Newton Circuit of the Boston & Albany Railroad, beyond Brookline Village.

A remarkable transformation has been effected in this valley. The character of its original rural charm has supplied the motive for the design, and its beauty has been greatly enhanced by the conversion of an insignificant tidal creek into a fresh-water river of tranquil flow, with banks of loveliest verdure and clear waters navigable for small craft. It resembles in character one of the smaller English rivers. Indeed, the whole character of the scenery is strongly English in its suggestions, with the calm reaches of meandering water, the various beautiful bridges that span the stream, and the square tower of the chapel at Longwood as the chief landmark of the valley,—the central feature of many of the perfect pictures of which the region is full, and which already make the Parkway a favorite sketching ground for painters.

All the bridges in the Riverway, and also in Leverett park, were designed by Shepley, Rutan & Coolidge. They are varied, but simple and substantial in character and give pleasing accents to the scenery. The Longwood footbridge, built for convenient communication with the Longwood railway station from the Boston side, is composed of two light and graceful arches at different levels, the higher level spanning the saddle path and the lower the stream. A round tower on the bank close by, for shelter and a point of view, unites architecturally with this bridge. Another bridge is a "double-deck" affair, the upper portion carrying the Audubon road branch of the Ride across the river on arches of masonry, while beneath, transversely through these arches, the

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RIVERWAY -- SKETCH FOR LONGWOOD BRIDGE.

footway crosses on a light ornamental structure of iron. This branch of the Ride joins that of Beacon street at Audubon circle.

The Newton Circuit branch of the Boston & Albany Railroad bounds the Riverway on the Brookline side for a great part of its length. The track is completely masked by a natural-looking embankment covered with shrubs and trees. A feature of the Brookline side is the use of nothing but native American shrubs and trees in the plantations. For the greater part of the way there is only a footpath on this side. The Riverway is crossed first by Brookline avenue, then by Longwood avenue, then by an extension of Bellevue street from the Boston side, then again by Brookline avenue, and finally by Tremont street, which separates it from Leverett park.

The only craft permitted on the waters of the Riverway are canoes, the stream being too narrow for rowboats. The beauty of the scenery makes it a delightful canoeing course. Canoes are to be had at the park boating station in Leverett park, close to Tremont street.

Steam-cars: Boston & Albany Railroad, Newton Circuit trains, to Longwood or Brookline stations.

Street-cars: Brookline cars from Tremont House via Huntington avenue or from Roxbury Crossing via Tremont street to Tremont street bridge; Reservoir, Allston and Oak Square lines from Tremont House via Beacon street to Audubon road.

III. LEVERETT PARK.

Leverett park comprises the broader section of the Parkway included between Tremont and Perkins streets, or from the Riverway to Jamaica Park. Like the Riverway, a considerable portion lies in Brookline, and the main line of the watercourse forms the boundary between the two municipalities. The park was constructed under the coöperation of the two park commissions. The name came from a family of local distinction, originally the owners of a large part of the land. The section of the Parkway drive through this park, forming the boundary road on the Boston side, is called Jamaica way. The Ride and the main walk are also on the Boston side. On the Brookline side "Brookline road" is within the park, and Pond street forms the boundary road, with provisions for an electric-railway line bordering the park with tracks laid through the grass. Willow Pond road crosses the park diagonally just beyond Leverett pond. A conspicuous and beautiful building facing the park on the Brookline side is that of the Children's Hospital, built of brick of a creamy hue.

The landscape of Leverett park is strikingly attractive.

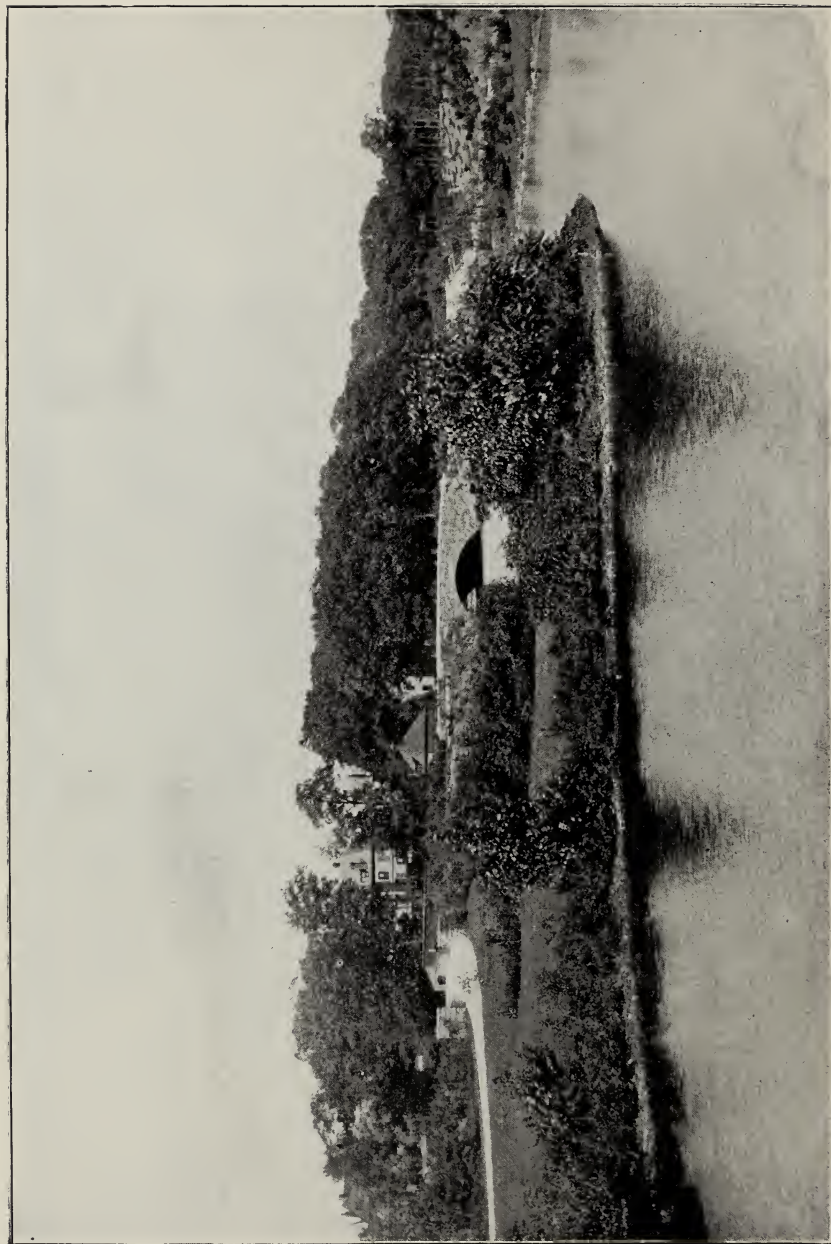
Pleasant perspectives reveal themselves throughout the widening valley with steep hill-slopes on either side, and pastoral and bosky undulations beyond the blue waters of Leverett pond, the largest of several charming pieces of water that form principal features of this park. In the southerly portion of the park are Ward's pond and Willow pond, beside a series of shallow pools designed for a fresh-water natural history garden which, under an arrangement with the Boston Society of Natural History, was to be established here. The society, however, has not been able to obtain the funds to carry out these plans, and the future of this section of the park remains in doubt.

These pools have been arranged very artistically, and the proposed natural history garden would be a most attractive feature. Connecting these pools, and also flowing down through Willow pond by another course from Ward's pond—which in turn receives its water from Jamaica pond—are sparkling rivulets of clear water, now slipping quietly along, now dashing in cascades and rapids under charming circumstances of grassy banks, thickets of shrubbery and sylvan shade. One of these rivulets is close to Brookline road, and forms a vivacious incident in the drive. At one place near Willow pond it appears in a shimmering fall behind and just beyond the arch of a little rustic stone bridge that carries a footway, and near the end of the road where the brook flows from Ward's pond, there is a fine large cascade over a ledge.

Persons coming outward from Boston by carriage or bicycle over the Parkway, in traversing Leverett park should take care to follow Brookline road, for the enjoyment of this delightful scenery. Brookline road is also shaded at its upper end by beautiful trees. The return should be by Jamaicaway, descent of which affords extensive prospects over the valley. Along Jamaicaway, however, the park scenery close at hand is yet unfinished and correspondingly crude. At the corner of Perkins and Chestnut streets a wooded knoll, sloping abruptly from the road, should be visited for the view. Two picturesque stairways of stone carry the sidewalks up the slope. An outlook is to be built at the highest point, commanding a remarkably fine prospect over Jamaica pond, with the Blue Hills range in the background.

The scenery of Leverett park, the Riverway and the Fens takes on a new aspect when enjoyed in a water trip. Excellent facilities for this are provided by the Park Boat Service, established this year. This service has a temporary station for Leverett pond near Tremont street with canoes and rowboats to let at reasonable rates fixed by the Park Commission (see Marine Park). Rowboats are restricted to Leverett pond; only canoes are permitted on the Parkway. Among charming attractions for boating

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RIVERWAY -- BELLEVUE STREET BRIDGE AND FOOTBRIDGE.

on Leverett pond are the two coves crossed by foot bridges, one forming the head of navigation with a little cascade tumbling into it, and the other on the Boston side, is a beautiful sylvan pool. There are also three pretty islets near the Brookline Shore. Canoeing on the Riverway offers a constant change of scenes of exquisite and tranquil beauty; close as it is to the thronging multitudes, on the water here and in the Fens there is a tranquil sense of remoteness from the city crowds. In the Fens, also, only canoeing will be permitted, but the service will not be established there until the erection of the proposed boathouse near Agassiz bridge.

Skating is not allowed on the Riverway and the Fens, but is permitted on Leverett pond, where in winter the water is drawn down four feet, or so, below the normal level, thus reducing danger to a minimum.

Steam-cars: To Brookline stations (see Riverway).

Street-cars: To Tremont street bridge (see Riverway).

IV. JAMAICA PARK.

Jamaica park takes its name from Jamaica pond, one of the beautiful lakes that characterize the scenery of metropolitan Boston, and the largest piece of fresh water within the municipal limits. The pond is the chief feature of the park and forms more than half its total area, thus making it distinctively an aquatic pleasure-ground. The area of the park is 120 acres. This includes 13 acres of boundary roads, together with $65\frac{1}{2}$ acres of water surface. The easterly side of the park is formed by Jamaica way; the northerly and northwesterly by Perkins street, which separates it from Leverett park; the southwesterly by Prince street.

The lands thus enclosed are just sufficient to assure a suitable landscape frame for the water, and to guard against the intrusion of disturbing elements. Although the work of improvement for park purposes is hardly completed, the environment of the pond has been materially enhanced in beauty, for the landscape had long been sadly disfigured by the rows of icehouses on the banks. The adaptation of the park for public uses made necessary some changes in the character of the shores, but these have not been radical. To provide convenient approaches to the water paths have been laid out, and these have been combined with gravelly beaches along a considerable portion of the margin, at other points screened by intervening shrubbery. The banks are high on the southwesterly and northerly sides, and well mantled with trees and shrubbery. On the northerly side the dark mass of old White Pines that characterize "Pine Bank," formerly a beautiful residence estate known as the Perkins place, is one of the finest features of the landscape. This grove of pines covers the greater

portion of the several acres included in Pine Bank. From Perkins street near Jamaica way an avenue winds beneath these trees to the former Perkins mansion, an edifice of brick which was intended to be utilized as a refectory, but burned last winter. The drive through Pine Bank should not be missed by visitors to the Park. The plans provide for a terrace in front of the refectory commanding a notable prospect over the pond, with opportunities for refreshment in the open air. In the centre of the terrace is to stand a fountain with a beautiful Cupid modelled by Miss Anne Whitney, presented to the city by a number of public-spirited persons.

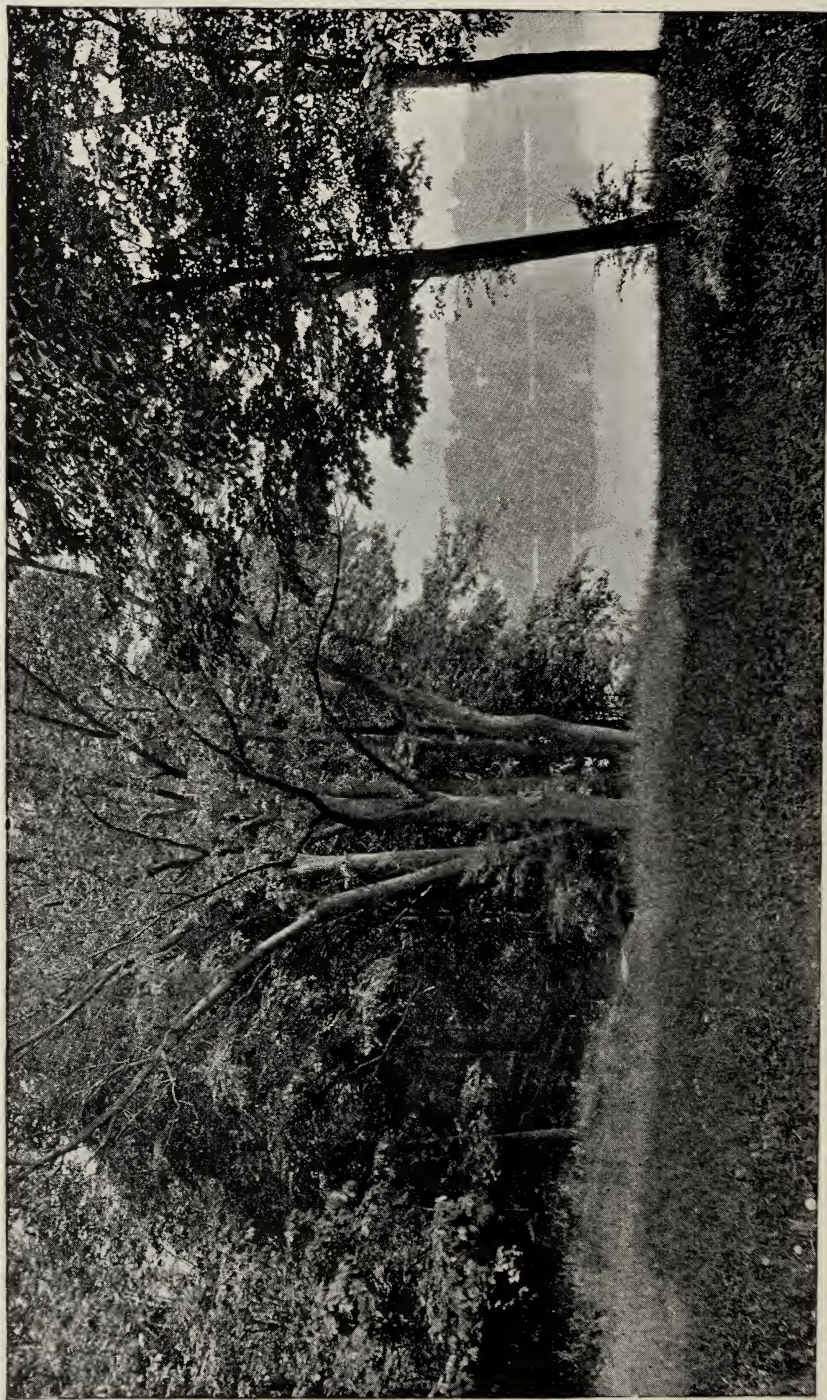
Opposite Pine Bank, on the southerly side of the pond, was the home of the late Francis Parkman, the great historian of the French in Canada. Here he wrote a large portion of his histories, enjoyed the beautiful prospect, and as a skilled and scientific horticulturist cultivated his garden. A beautiful monument designed by McKim, Mead & White is to mark the site. This is the first instance of the site of a great man's home included, by rare good fortune, in a public park. The memorial will be conspicuous both from the pond and from the neighboring street, whose name it is proposed to change to "Francis Parkman road."

A handsome house on what was formerly the Morse place, on the southerly side of the pond near the Parkman place, is used temporarily as a refectory, and visitors to the park can obtain refreshment here.

The construction of Jamaica way along the easterly side of the pond has necessitated the formalizing of the bank by the building of a retaining wall along the water. But the water line is so near the top of the wall that the change is not intrusive; it is hardly observable from the opposite or even the neighboring shores, and when the bank above the wall is clothed with shrubbery it will be still less noticeable.

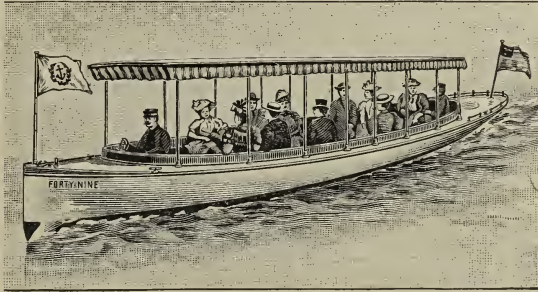
Jamaica pond is a favorite resort for fresh-water boating, and a landing for the Park Boat Service, with float, has been established at the northerly end of the wall on Jamaica way, with a large fleet of beautiful canoes and rowboats, while two handsome electric launches, running at frequent intervals, give opportunity for trips about the pond under the most delightful conditions, with the gliding and noiseless motion, absolutely free from smoke or smell, such as electricity alone can give to water-craft with mechanical motive-power. These launches are run by storage batteries, electricity for which is supplied by the West End Street Railway Company. (For details of Park Boat Service see Marine Park.) Sailboats are kept on the pond by private parties under special permit. A picturesque boathouse after a design by Edmund M. Wheelwright as city architect is to be built here. It

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JAMAICA PARK — VIEW FROM SOUTH COVE LOOKING TOWARDS PINEBANK.

will also be used for skaters in the winter months, when Jamaica pond is even more popular as a resort than in summer, the surface being often black with a swarming multitude, and presenting one of the sights of the city.



The establishment of a high-class public swimming school in a cove near Jamaica way on the southerly side of the pond is contemplated in the design of the park.

It should be noted that the construction of this park, together with that of Leverett park and the Riverway, with the building of the rest of the Parkway through to Franklin park, was carried through within two years under the energetic initiative of Hon. Nathan Mathews, who, as mayor, took a special interest in the development of the park system and was a regular attendant at the deliberations of the Park Commission. The taking of land for Jamaica park was not made until the end of 1892 and the beginning of 1893.

Street-cars: Jamaica Plain line, Tremont House or Union station to Perkins street at the corner of Centre street, thence about ten minutes' walk to the entrance to Pine Bank. Same line along Centre street to Pond street, and about five minutes' walk to boat landing on Jamaica way. Also, from Tremont House via Brookline Cypress street line to terminal, and thence about five minutes' walk via Chestnut street to Pine Bank.

Steam-cars: Park square station to Jamaica Plain, thence about ten minutes west to park.

V. ARNOLD ARBORETUM.

From Jamaica park to Franklin park the section of the Parkway is called Arborway, after the Arnold Arboretum, which is the great feature of that part of the chain. Arborway between Jamaica park and the Arboretum has a traffic road on either side,

enclosing a central planted space with a pleasure road, saddle-path and footway. The design provides for five rows of trees: three in the central space and one along each sidewalk. From Jamaica park to the Arboretum the distance is about half a mile.

The Arnold Arboretum is a unique feature in the Boston park system. It combines scientific with recreative functions to a remarkable degree. It is a department of Harvard University and was established from the bequest of the late James Arnold of New Bedford, who left \$100,000 for the purpose. It is the foremost "tree museum" and the largest scientific garden in the world close to the heart of a great city. In fact it is the only genuine arboretum existing, all other collections of trees being merely adjuncts to botanical institutions. Including a large addition just made on the south side the Arboretum has an area of 222 acres of remarkably diversified and beautiful hill and valley country. Including the Bussey institution and the Adams Nervine Asylum grounds, all the area between Arborway on the north, Centre street on the west and South street on the east (with the exception of a few acres at the corner of Arborway and Centre street), constitutes a permanently open domain. The greater portion of the Arboretum occupies land that belonged to Harvard University as a portion of the Bussey estate.

The Arnold Arboretum was established in its present shape by the coöperation of the city of Boston with the university. In consideration of its value as a feature of the park system and of the consequent enhancement of its educational importance, an agreement was made whereby the city constructed the roads and footways through the place and bound itself to maintain them and police the grounds, while the university assumed the care and maintenance of the remaining portion. This was accomplished through the taking of the entire area by the city by right of eminent domain and then leasing all but the space occupied by the roads and walks back to the university for a term of 999 years, for a merely nominal consideration. In this way about two and a half miles of first-class park roads have been constructed through the Arboretum, and under an agreement made this year about a mile of additional roads will be built in the same way through the enlargement on the southward.

The successful establishment of the Arboretum is chiefly due to its director, Prof. Charles Sprague Sargent of the chair of arboriculture at Harvard University, and author of two monumental botanical works—his report as chief of the Forestry Division of the Tenth Census, and "The Sylva of North America."

The main entrance is from Arborway near the point where it reaches the Arboretum coming from Jamaica park. Here on the right stands the Arboretum Museum, a substantial fireproof

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JAMAICA PARK — MOONLIGHT ON THE POND.

structure of brick, containing the offices and laboratories of the institution, beside remarkably rich collections and a superb library presented by Professor Sargent.

The main road proceeds southward through a valley to the slope of Weld hill whence, from the point where it doubles on itself to gain an easy grade, a branch leads to the entrance on Arborway a short distance from the Forest Hills station of the New York, New Haven & Hartford Railroad. The route by way of this branch forms a pleasant and short detour from the Parkway to or from Franklin park. Following the main road, a short branch near the top of the grade connects with the Centre street entrance, and another branch, by an ascent so gradual as to be very easy for bicycles, winds to the summit of Weld hill where a large circle gives ample standing room for carriages. Here there is a glorious view that has already become celebrated. It commands fine prospects on all sides, including a large portion of the Arboretum, the Blue Hills range to the southeastward and the woods of Franklin park to the eastward.

Weld hill has a historic interest as the point selected by Washington to fall back upon in case of necessity at the siege of Boston. Washington was undoubtedly familiar with all this locality, for his favorite resting place, the old Peacock tavern, was at the corner of Centre and Allandale streets, about 200 yards away from the hill. Hancock also lived at this tavern when governor.

Continuing, the main road proceeds something like half a mile down a gradual slope to the Centre street entrance, where the chief jewel in the Arboretum landscape greets the eye—the famous Hemlock hill, with its bank of hemlock woods forming a steep, dark wall on the southerly side of the narrow, gorge-like valley—a remnant of the primeval forest presenting the same solemnly beautiful aspect that it bore when the eyes of the Puritan colonists first gazed upon the spot. Eliot, the apostle, might well have preached to his Indians in this noble grove. At the foot of the slope a brook babbles down through the valley.

A walk through the hemlock wood should be taken. The primeval growth casts a shade so dense that absolutely no vegetation grows on the precipitous hillside beneath the hemlocks, and the solemn hush is intensified by the deadening of the footfalls on the thick carpet of the delicate hemlock leaves that for centuries has covered the ground, the soft, brown tone diversified only by the harmonizing gray of the rocks that protrude in jagged masses from the slope. A trail leads up the hillside from a point near the rhododendrons that border the road to Walter street a short distance from the main drive.

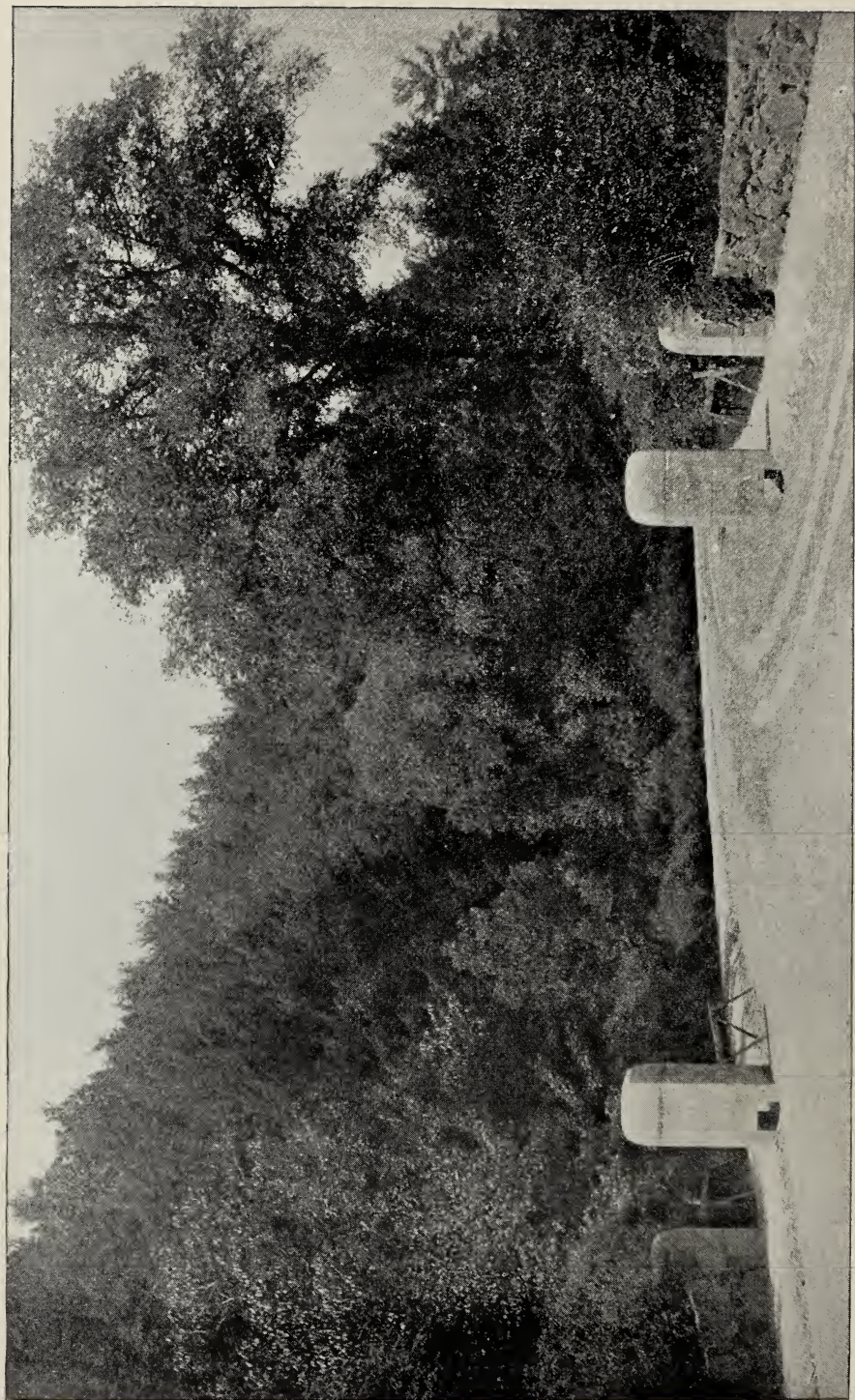
Just before reaching Hemlock hill a branch from the drive

leads westward up the valley to the Walter street entrance. Near this entrance a continuation of the road will lead to the new part of the Arboretum and, in connection with a road from a second entrance from South street just beyond Hemlock hill, make the circuit of the enlargement, which includes the greater portion of Whitney hill whence there is a prospect even more extensive than that from Weld hill. It may be noted that through the Arboretum, as in other parks, footways follow the general lines of the roads on either side.

Visitors to the Arboretum should, when possible, for the sake of the extraordinary charm of the first impression, enter by way of South street, a walk of not over ten minutes from the Forest Hills railway station. The most impressive view of the slope of Hemlock hill with its hanging wood is thus gained. Thence walk or drive to the Walter street entrance; then returning, follow the main drive with detour to Weld Hill, and thence to the main entrance on Arborway. This substantially reverses the order described in the approach from Jamaica park. Coming from that direction this preferable route may be taken by following Arborway to South street and thence to Hemlock hill as aforesaid.

The Arboretum is designed to contain every species and variety of tree and shrub that will flourish in this climate. The greater part of the planting has been done, and the trees are given the most favorable conditions for development. They are planted in two ways, each species or variety being represented by single specimens and groups. As single specimens they are assured the amplest room for expansion. Furnished at the start with the most liberal supply of the soil that their nature requires, their growth is remarkably rapid and healthy. In the order of planting the regular botanical sequence of groups and species agreed upon by modern authorities and observed by Professor Sargent in his "Sylva of North America" is pursued as closely as practicable, beginning at the Museum, near the main entrance with the Magnoliaceæ and following the general lines of the drives, terminating at the Walter street entrance with the larches. By a fortunate circumstance the existing oaks and chestnuts, of which strikingly fine large specimens were already in existence on the grounds, fell into their natural place in this sequence. It is intended to cover almost all the area with the plantations, leaving no open lawn or meadow spaces as in other parks. Wherever trees naturally grow with underwood, thickets of shrubs cover the ground, and so far as possible these are planted with the trees to which they are related. Although the arrangement is scientifically formal, and the visitor sees a gradual progress from species to species, no formality is evident to the casual observer, the

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ARNOLD ARBORETUM—SOUTH STREET ENTRANCE.

impression given being that of a natural sylvan park. Pains have been taken to give the roads so far as possible the aspect of typical New England woodland ways, breaking the regularity of the lines by encouraging shrubs and herbaceous plants to stray in a natural manner over the borders. As nearly all the plantations are in their early stages of growth, the present aspect of this naturally beautiful landscape gives little idea of what it promises to be when the trees are well grown.

In the valley near the Forest Hills entrance a complete collection of shrubs has been arranged in botanical order with special reference to convenience for study. There are three miles of walks through the collection, and every shrub that will grow in this climate may easily be seen.

Street-cars: Jamaica Plain line from Tremont House or Union station to Soldiers' monument on Centre street, thence walk by Centre street about five minutes to Arborway and main entrance. Egleston Square lines via Shawmut avenue or Washington street to Forest Hills railway station, thence about five minutes' walk to Forest Hills entrance on Arborway, and ten minutes by South street to entrance at Hemlock hill.

Steam-cars: Park Square station to Forest Hills, thence as above.

VI. FRANKLIN PARK.

Franklin park is the great rural park of the Boston municipal system. Its area is 520 acres, but from its compact shape, as well as by reason of its command of extensive prospects of permanently sylvan and pastoral scenery, it has the effect of being much larger than it actually is. It was originally called the West Roxbury park, by reason of its location. In 1885 the name of Franklin park was adopted in honor of one of the most eminent sons of Boston. As Benjamin Franklin took the keenest interest in the welfare of the common people it was felt that no more fitting monument to the memory of the great philosopher, statesman and patriot could be created than in a grand popular pleasure-ground, where multitudes would find recreation and healthful exercise.

In its landscape character Franklin park is typical of New England pastoral scenery with areas of rocky woodland, and was selected for its capabilities as the most extensive piece of ground with a pleasingly simple rural aspect in the near neighborhood of the urban population. The main purpose actuating its design was to adapt it in the fullest possible measure to the obtaining, on the part of the multitude, of the restful, health-restoring recreation obtained from the enjoyment of beautiful rural scenery. In

his "Notes on the Plan of Franklin Park," included in the report of the park commission for 1885, Mr. Olmsted remarked: "Scenery is more than an object or a series of objects; more than a spectacle, more than a scene or a series of scenes, more than a landscape, and other than a series of landscapes. Moreover, there may be beautiful scenery in which not a beautiful blossom or leaf or rock, bush or tree, not a gleam of water or of turf shall be visible. But there is no beautiful scenery that does not give the mind an emotional impulse different from that resulting from whatever beauty may be found in a room, courtyard or garden, within which vision is obviously confined by walls or other surrounding artificial constructions." To counteract a certain oppression of town life, manifest in excessive nervous tension, over-anxiety, hasty disposition, impatience, irritability, the purpose has been to give the scenery of Franklin park the soothing charm which lies in the qualities of breadth, distance, depth, intricacy, atmospheric perspective, and mystery. "Is not a considerable degree of refined culture necessary to the enjoyment of rural scenery sympathetically with Wordsworth, Emerson, Ruskin and Lowell?" asks Mr. Olmsted. "To enjoy it intellectually, yes," he replies; "to be affected by it, made healthier, better, happier by it, no." And he shows that the men who have done the most to draw the world to the poetic enjoyment of nature have, in large part, come from lowly homes, and been educated in inexpensive schools, and he instances Burns the ploughboy, Millet the peasant, and Leon Bonvin, the bar-keeper of a wayside tavern.

Beside the main purpose of a great park, in meeting the need for the enjoyment of rural scenery, there are various subordinate uses for which there is certain to be a strong popular demand and which if properly provided for in laying out the plan will guard against the intrusion of incongruous elements in places where they may work unspeakable harm. To this end, something like one-third of the ground has been designed to answer purposes relatively to the main park analogous to those of a fore-court, portico and reception room, with minor apartments opening from them for various special uses, and to which it is desirable that access should be had at all times without entering the main park, forming what Mr. Olmsted terms the "ante-park."

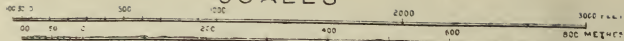
There are about six miles of drives not including the boundary roads, two miles of bridle-path and thirteen miles of walks.

THE COUNTRY PARK.

The Country park, which is about a mile long and three-fourths of a mile wide, is divided from the "ante-park" sections

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SCALES



Map of FRANKLIN PARK.





ARNOLD ARBORETUM—GLIMPSE IN HEMLOCK WOODS.

by the transverse traffic street, called Glen road. It is so separated from the other sections by gates and walls as to be closed at night, while the other parts may be lighted and used. The intrusion of all purely decorative objects is carefully guarded against in the plan, and a wholly natural aspect, so far as is attainable with popular use, is aimed at, the roads and paths being simply regarded as means of convenient access to the various parts of interest without injury to the landscape and in a way to disperse the visiting crowds widely in all parts. In most parts the turf is kept short by sheep rather than lawn mowers; showy vegetation and tawdry adornment are eschewed. "The plan looks to its being maintained in quietness; quietness both to the eye and the ear. A grateful serenity may be enjoyed in it by many thousand people at a time if they are not drawn into throngs by spectacular attractions, but allowed to distribute themselves as they are otherwise likely to do. The design aims to provide that from no part of the Country park division shall anything of an artificial character in other divisions intrude itself upon the vision."

A large portion of the Country park is wooded and adapted to the use of picnic and basket parties, especially small family parties. Various conveniences for these have been created and others are to be prepared as occasion demands. Tennis courts, croquet grounds, archery ranges, and small lawns for children's festivities are planned in connection with suitable picnic grounds at localities like the Wilderness, Juniper hill, Waittwood, Heathfield, Rock Milton, Rock Morton, Abbotswood and on the western slopes of Scarboro hill.

On Schoolmaster's hill a long terrace has been covered by arbors with vines on trellises and furnished with tables and seats, with compartments intended specially for family basket parties. The outlook here is on the broadest and quietest purely pastoral scene that the park can offer. Adjoining the arbors is a house for shelter, with a parcel room and closets, and opportunity for obtaining without charge hot water for making tea. This picturesque building was designed by the late Arthur Rotch. Schoolmaster's hill was named from the circumstance explained by a commemorative tablet of bronze on a rock near the east end of the line of arbors. The inscription reads:

"Near this rock, A. D. 1823-1825, was the home of Schoolmaster Ralph Waldo Emerson. Here some of his earlier poems were written; among them that from which the following lines are taken:

"Oh, when I am safe in my sylvan home,
I tread on the pride of Greece and Rome,
And when I am stretched beneath the pines
Where the evening star so holy shines,

I laugh at the lore and the pride of man,
 At the sophist schools and the learned clan,—
 For what are they all, in their high conceit,
 When man in the bush with God may meet?"

Ellicottdale is a meadow of about eight acres, central to nearly all the picnic and basket party grounds. It has an irregular and shady margin. This space is specially reserved for lawn games in which young women and girls participate, like croquet and lawn tennis. A walk from William street, passing under the Circuit drive by Ellicott arch, gives convenient access to this meadow, and on the north side of the arch is a house of stone, designed by Edmund M. Wheelwright as city architect, and called Ellicott House. Here assignment of ground for play may be obtained, needed implements hired, and outer garments left in lockers.

South of Ellicottdale a walk and a branch of the main drive wind gradually to the summit of Scarboro hill, with an extensive prospect, immediately overlooking the great central meadow of the park, cropped by a large flock of sheep. The Dairy, planned for the slope of this hill, has not yet been established. This Dairy is designed to meet the necessities of picnic parties in this part of the park and to supply to all a few simple refreshments such as are recommended for children and invalids; more especially fresh dairy products of the best quality. "Cows are to be kept in an apartment separated from the main room by a glass partition, as in the famous exquisite dairies of Holland and Belgium; and those who desire it are to be furnished with milk warm from the cow, as in St. James park, London. Fowls are also to be kept and new-laid eggs supplied." This district slopes toward the prevailing summer breeze; is sheltered on the north; is already agreeably wooded, and will be a place at which invalids and mothers with little children may be advised to pass the best part of the day.

Scarboro pond lies at the foot of Scarboro hill, to the southward. It is an irregular, river-like piece of water, with provisions for boating in summer and skating in winter, when the level is reduced four feet for safety and to admit passing beneath the bridges. A striking feature of the scenery here is the precipitous face of Rock Morton rising abruptly from the water. Only about half the pond as planned has yet been made. It receives the surface drainage of the park from a brook that winds through the central meadow, and is reinforced in dry seasons by water from Jamaica pond. A beautiful house for boating and skating, designed by Edmund M. Wheelwright as city architect, has not yet been erected. The Park Boat Service (see Marine park) has canoes and rowboats on the pond, with excellent arrangements for their use.

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FRANKLIN PARK — PART OF ELLICOTTDALE.

THE PLAYSTEAD.

The Playstead is the northernmost section of the park. Its main feature is the magnificent playground of thirty acres, a nearly level field of turf with groups of trees here and there. It is designed for the athletic recreation of the city's schoolboys, for occasional civic ceremonies and exhibitions, and other purposes likely to attract crowds of spectators. The Overlook forms an elevated platform for spectators; a terrace 800 feet long, with an irregular front built of boulders cleared from the Playstead, and overgrown with vegetation that harmonizes it with the natural scenery. Looking towards the Overlook from the opposite side of the Playstead this growth of vegetation so unites the terrace with the bank of trees behind that its existence is hardly perceptible except for the large roof of the shelter building, quiet and gray in tone like a huge rock, and with gentle convex curves. The building was designed by C. Howard Walker. This shelter building serves as a retreat in inclement weather and has a stand for simple refreshments served in excellent style by J. A. Hendrie & Brother, whose large catering establishment is near the easterly side of the park. An arch in the Overlook wall gives direct access to the basement from the Playstead field, so that players may conveniently gain access to the lockers, lavatories, etc. Here in the basement there is also a station for park-keepers with a lock-up, a women's retiring-room, and a coat-room. Between the arch and the basement there is a charming little sunken garden where rhododendrons and other plants flourish luxuriantly. The Overlook is shaded during the-afternoon by the woods behind, and spectators of games and other proceedings on the meadow look away from the sun.

THE GREETING, AND OTHER DIVISIONS.

The Greeting, with its adjacent divisions, the Music Court and the Little Folks' Fair, has not yet been constructed. The Greeting is to be a formal promenade or meeting-ground, half a mile in length, composed of a series of parallel and contiguous drives, rides and walks, with a special way for bicycles. The plan provides for monumental, architectural and various decorative adjuncts here, although they are not considered essential. Suitable positions are provided for statues, water-jets, floral baskets, bird-cages, etc. If statues are desired in the park for any occasion they will be assigned appropriate locations here, and nowhere else. Electric lights are contemplated both for the Playstead and the Greeting, and as they are designed to be free from underwood they will be adapted for use by night, as well as by day, like the Parkway. Together they will form an unenclosed ground nearly a mile long across the park.

The Music Court, adjoining the Greeting, will be a sylvan amphitheatre for concerts.

The Little Folks' Fair will, as its name implies, be a popular feature for the entertainment of children, so enclosed as to prevent straying and combine freedom with safety. The plan thoughtfully provides for a great variety of games and amusing exercises and exhibitions, including swings, scups, see-saws, sand-courts, flying horses, toy booths, marionettes, goat carriages, donkey courses, bear pits, etc.

The Deer Park, on the other side of the Greeting, will supply a range for a small herd of deer.

Sargent's Field, adjoining the Deer Park, will provide a playground for tennis, etc., on the easterly side of the park.

Long Crouch Woods, adjoining the Playstead on the east, is reserved for use as a zoölogical garden. This division bears the name by which the old Colonial road, now called Seaver street, was originally distinguished.

The Steading is a rocky, sterile knoll, screened by woods, reserved as a site for the permanent offices of the park. The name refers to the offices of a rural estate.

REFECTORY HILL.

Refectory Hill is the site of the great restaurant for the park. The large building, designed by Hartwell & Richardson, will be opened for use in 1896. It is a structure of light-colored brick and terra cotta, 121 feet long by 69 feet wide, with a large restaurant and a private dining room on the ground floor, and staircases leading to a roof-garden with pavilions on each corner, connected by covered galleries on three sides, the remaining space open to the sky. The pergola, built upon a terrace similar in construction to the Playstead Overlook, is on a level with the main floor, paved with brick and with a trellised roof supported by open groups of wooden columns. This terrace commands extensive sylvan prospects. While all the other park buildings are simple and picturesque in character, the Refectory is marked by an elegance of style in keeping with its site and purpose. In connection with the Refectory is a carriage court and a circular range of horse-sheds for the convenience of visitors. Being close to one of the principal entrances, its location is remarkably convenient for its purpose. For visitors by street-cars, as the objective point of a drive out over the Parkway, a dinner or supper at the Refectory will form an attractive motive for excursions to Franklin park on pleasant days through the open season, and for sleighing parties it should also be a popular rendezvous. Meanwhile their want is met in large measure at the handsome establishment of J. A. Hendrie &

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FRANKLIN PARK — BLUE HILLS FROM HAGBOURNE HILL.

Brother on Talbot avenue, overlooking Franklin Field, near Blue Hill avenue, a short distance to the southward—a large restaurant building with private dining rooms and one of the most beautiful ball rooms in Boston.

The landscape design of Franklin park is notable for the pure simplicity of artistic feeling with which existing features have been developed in a way that restores the ground to nature and gives the scenery an ideal character. The result fully realizes the intention expressed in Mr. Olmsted's notes. The formal introductions are placed in landscape obscurity, and in the leading features of the ground no change in its original aspect has been made except to give "a fuller development, aggrandizement, and emphasis to what are regarded as the more interesting and effective existing elements of their scenery, and of taking out or subordinating elements that neutralize or conflict with those chosen to be made more of." To sequester so far as possible the scenery of the park, bordering plantations of woods will, when sufficiently grown, exclude the conflicting elements of the outer landscape formed by the gradual growth of the city in the neighborhood. On the other hand, by the developing of vistas and the shaping and framing of prospects by suitable foregrounds and modulated contours, permanent features of the outer landscape are effectively utilized in the park scenery.

Foremost in this respect is the way in which the Blue Hills of Milton, themselves now a great public pleasure-ground, have been made practically a part of Franklin park by incorporating them into the scenery with the greatest effect from many points of view, their noble, mountain-like undulations presenting the state-liest of backgrounds. For example may be cited the first glimpse of the range presented at the entrance to the Playstead from Walnut avenue, at the north, the blue summits just lifting themselves above the rise of the green meadow in the foreground, completing an enchantingly pastoral picture. Then, the full view of the easterly portion of the range from the southerly end of the Playstead Overlook at the end of the long valley whose hither slope is formed by the great central meadow of the Country park; the hills five miles away and the first mile within the park. Another view, already famous, is that from the Hagborne hill Outlook in the Wilderness; entirely sylvan in character, the eye perceiving hardly anything except woodland until it strikes distant villages at the foot of the range. Other important views of the range are obtained from Scarboro hill and various points on the Circuit drive.

Of two broad fields of extended vision in the park one is that from the Playstead Overlook, above mentioned, and the other is

the outlook westwardly from the Refectory terrace, where the view extends permanently to the tree-tops of Forest Hills cemetery and to those of the Arboretum; both backgrounds ever to remain clothed with trees. The axes of these two main views cross nearly at right angles about midway between the two hanging woods of Schoolmaster hill and Abbottswood crags. This locality is at the centre of the park and is considered the pivot of the design. Looking in the general direction of either axis, Mr. Olmsted points out how a moderately broad, open view is to be had between simple bodies of forest, the foliage masses higher than the central lines. "From wherever these larger prospects open the middle distances will be quiet, slightly hollowed surfaces of turf or buskets, bracken, sweet-fern, or mosses, the backgrounds formed by woodsides of a soft, even, subdued tone, with long, graceful, undulating sky lines, which, according to the point of view of the observer on the park, will be from one to five miles away."

A contrast to the open part of the park is the romantically picturesque, rugged and rocky section, best visited by following the Circuit road, or neighboring walks, between Scarboro hill and Rock Morton, Rock Milton, Waittwood, and Juniper hill, through a part of the Wilderness, and between Hagborne and Schoolmaster hill. This character of scenery is intensified in the upper part of the Wilderness, which is penetrated by a loop from the Circuit drive, passing by winding courses among the rocks. A similar episodic purpose is served by the branch drive to Scarboro hill.

A striking feature of the scenery through July is the enchanting floral spectacle offered by the blossoms of the *Rosa Wichuriana*, a Japanese wild rose first introduced at the Arnold Arboretum. Franklin park is the first place where it became established. It was tried experimentally in the planting and rapidly became a prominent element in the landscape when in bloom. It has a creeping habit, covering the wayside borders and clambering over the rocks in splendid masses of snowy bloom.

The names of localities in the park were carefully chosen by Mr. Olmsted with reference to local circumstances, historical or topographically descriptive, and were applied when the plan was made. They are mostly of plain English origin, and are often coupled with appropriate terminals. Examples of old homestead names are Scarboro Hill, Hagborne Hill, Waittwood, Rock Morton and Ellicottdale. Nazingdale is from the birthplace of the first settlers. The ancient Indian footpath used in the earlier communications between Boston and Plymouth passed through the park, and Old Trail road, being nearly on its line, commemorates it. Resting Place is a name that appropriately marks a shady knoll

upon which the first military company formed in the Colonies for armed resistance to British authority rested on its march home from the fight at Lexington and Concord. The captain and lieutenant of this company belonged to families that once had homes on the park lands, and from them the names of Heathfield and Pierpont road are taken. The region called the Wilderness was referred to in records of the early part of the eighteenth century as "the Rocky Wilderness Land." Schoolmaster Hill is named from the circumstance that William Emerson and his brother, Ralph Waldo, while keeping school in Roxbury, lived in a house on the east side of this hill. In private letters which have been preserved Emerson referred fondly to the wildness and rurality of the neighborhood.

In the various roads and walks the main purpose is to provide for a constant mild enjoyment of simply pleasing rural scenery while in easy movement, and by curves and grades avoiding unnecessary violence to nature. Every turn is suggested by natural circumstances. The Circuit drive has at no point a grade steeper than one foot in twenty-five, or four per cent, and in the branch drives the steepest grades are one in sixteen, or less than six per cent. These grades have been easily obtained and the roads as a rule coincide with the natural surface, and slightly below it as a rule, so as to be less conspicuous from a distance.

While the saddle-paths, as designed, are two miles in extent, including the double riding course in the Greeting, as yet unconstructed, together with those in the Parkway there is a continuous saddle-path six miles long and from twenty-four to thirty feet wide, ultimately to be well shaded.

There are ten entrances for both drives and footways, with eight special foot entrances in addition. There are beside, five carriage entrances and two special foot entrances to the Country park at convenient points. The main entrance may be called that by the Parkway near Forest Hills, which is carried over Forest Hills street by a handsome bridge of monumental character, with steps communicating with the street below. This gives convenient communication for a line of street-cars soon to be established here, while pleasure traffic is carried out of the way of funeral processions and general traffic.

The most popular entrance at present is that on Blue Hill avenue, near Refectory hill and the beginning of the proposed Greeting. Most of the visitors coming by street-cars come to this entrance, which is the starting-point for the park carriage service, admirably conducted by Messrs. Bacon & Tarbell. A handsome shelter of stone, with tiled roof, is provided here for passengers waiting to take the carriages. These are handsome vehicles with seats for eleven passengers, in which the

drive through the park may be taken as comfortably as in a private carriage. The carriages start at frequent intervals. The fare for the round trip is twenty-five cents, and checks permitting passengers to stop over at the principal points, continuing the trip by subsequent carriages, are given. Persons wishing, for example, to enjoy a basket lunch at Schoolmaster Hill may take a stop-over check, dismount at the nearest stopping place to that point, and proceed by another carriage when desired either from the place of dismounting or from some other stopping place mentioned on the check, to which a pleasant walk may be taken. In this way also the views from the Playstead Overlook, Hagborne hill Outlook and Scarboro hill may be enjoyed at leisure, a boat may be taken at Scarboro pond, or a game of tennis or croquet may be played at Ellicottdale. The drive covers the entire circuit of the park, including the loop and branch roads. Park carriages may also be specially engaged for a trip over the Parkway and through the Arnold Arboretum.

The Playstead entrance from Walnut avenue has a special interest by reason of its fine view of the Blue Hills, previously described. This entrance is opposite School street and is reached from the Egleston Square cars by a walk of two or three minutes. This is the nearest carriage entrance to the park from Columbus avenue, which has been extended to Walnut avenue opposite Seaver street. A foot entrance to the park is at the corner of Seaver street and Walnut avenue. Columbus avenue, as soon as its extension is constructed and the street-cars run over it, will form one of the most convenient and direct approaches to the park.

Other carriage entrances are by Old Trail road from Seaver street on the east, opposite Humboldt avenue; from Canterbury street on the south to Circuit road; from Morton street on the west, to Circuit road near Rock Milton; and from Sigourney street on the north by Glen road, which, with Glen lane, forms a traffic road across the park, sunken for a part of the way so as not to mar the grand prospect southward from the Playstead Overlook.

For guidance in walks through the park the plan given in this book may best be consulted. Large copies of the plan are prominently displayed in the various shelter and other buildings.

Street-cars: Blue Hill avenue and Warren street lines from Union Station; or Cross-town lines from Union Station or Tremont House via Huntington and Massachusetts avenues to Blue Hill avenue entrance. Also Egleston Square lines from Tremont House or Union Station via Shawmut avenue to corner of School and Washington streets, Jamaica Plain, thence to Playstead entrance; or to Forest Hills station, thence by Arborway or Morton street, to Parkway entrance.

Steam-cars: Park Square station to Forest Hills; thence as above. New York & New England station, Federal street opposite Summer, to Mount Bowdoin, thence to Blue Hill avenue entrances less than ten minutes. Persons leaving the park towards evening, particularly on Saturdays, Sundays and holidays, might avoid a crowd by taking the steam-cars.

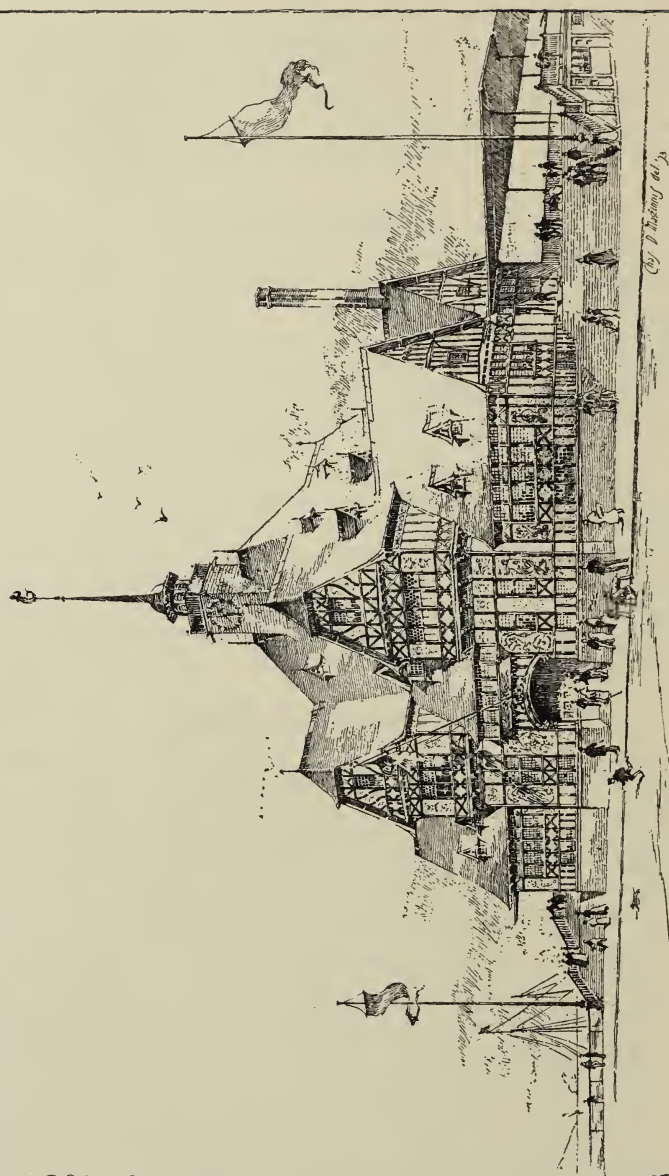
VII. FRANKLIN FIELD.

Franklin Field, though not adjoining Franklin park, is in its immediate neighborhood, a few minutes to the southward on the Dorchester side of Blue Hill avenue. It may be regarded as an annex to Franklin park, and is intended for use for base ball and other games played by men, also as a military training field for musters, reviews, mock battles, etc., and for public meetings in the open air. It has an area of seventy acres and is well adapted for the purpose. In the winter the meadow is flooded and used for skating, forming a large and safe pond for that purpose. It is one of the most popular skating grounds in Boston. The large restaurant of J. A. Hendrie & Brother, on Talbot avenue close by, is a pleasant place of refreshment for skating parties and for persons resorting to the field for summer sports. It is conveniently reached by the street-cars from Blue Hill avenue and is but a short walk from Carleton station on the New York & New England Railroad.

VIII. MARINE PARK.

Marine park, at City Point and Castle Island, South Boston, terminates a projected system of pleasure-ways connected with the central sections of the city and the main chain of parks and parkways by means of the great cross-town thoroughfare, Massachusetts avenue, which from Columbus avenue eastward has a boulevard character, with central planted spaces. Massachusetts avenue crosses the main park system at Commonwealth avenue, and at Harvard bridge connects with the projected improvement of Charles river on both the Cambridge and Boston sides. It also comes within a short distance of the Parkway at Boylston street and at Westland avenue. From the easterly end of Massachusetts avenue, at Dorchester Five corners, a shoreward system of pleasure-ways begins with Dorchesterway, a parkway 110 feet wide, running easterly to the shore of Dorchester bay at Old Harbor, near the ancient Calf Pasture. Dorchesterway is under construction and nearly completed. From the Calf Pasture to Marine Park, a distance of nearly two miles, the parkway continues under the name of Strandway, following the shore all the way. The construction of Strandway awaits the requisite

CITY OF BOSTON — PARK DEPARTMENT
 HEAD-QUARTERS — PUBLIC MITH SYSTEM — MARINE PARK — So. BOSTON
 EDMUND M. WHEELWRIGHT — CITY ARCHT.



appropriation for the purpose. As designed, it will be a beautiful shore drive with a total width of 110 feet, with a broad road, walks, planted spaces, etc., including a strip of clean sandy beach. The plan contemplates the improvement of the beach bath for men and boys at the foot of L street, the oldest, most frequented and popular public bathing-place in the United States. Strandway will, on its completion, be one of the most attractive features of the park system, with its continuous and varying prospects over the bay and its shores, the Blue Hills rising majestically to the southward, and open to the free sweep of the prevailing summer winds over the water.

At City Point the Strandway drive enters Marine park and is planned to be continued to and around Castle island. Marine park is a unique feature of the park system and already, in its unfinished condition, is enormously popular. Its simple, but remarkable ingenious, plan utilizes for recreative purposes in the fullest possible way the advantages of the site, both natural and suggested by its fortunate location—boating, sailing, bathing, and the enjoyment of sea air and the varied spectacle of the maritime life of the harbor and bay. The plan provides a "Pleasure Bay," nearly land-locked and consequently with smooth water, always safe for rowing and sailing. Pleasure Bay is enclosed between the great iron pier that extends far out into the water on the southwesterly side of the park and Castle Island on the east, forming a fine sheet of water, the shores making a horseshoe curve with a long sandy beach. Castle island is at present connected with the mainland by a temporary bridge of wooden piling which will be replaced by solid filling, with the exception of the drawbridge that spans a navigable channel.

The greatest rendezvous for yachting in the United States has for years been at City Point. Hundreds of pleasure craft of all kinds are kept here, with moorings in the shallow water to the southward of the point and off Strandway, covering hundreds of acres of water-surface. The yachting activities, with the craft lying at rest or flitting about under snowy canvas, skimming over the blue water like great seabirds, give a never failing interest to the scene. It is the policy of the park department to encourage this feature of the place and make the yachting facilities more convenient and agreeable than ever. Various yacht-clubs have long had their headquarters here, and when the shore land was taken for park purposes due regard for their privileges was had by setting apart a strip of ground between Strandway and the water and leasing it to them as sites for their clubhouses.

Between the yacht-clubs and the head of the pier there is a public landing place, with a large float. Here the Park Boat Service has its most extensive activities. The boat service is de-

signed as one of the most important elements of recreation in the parks, Boston having opportunities for aquatic pleasure far beyond those of most American cities. Steps have just been taken to utilize these on a large and comprehensive scale. The park commission has made a contract with Mr. W. E. Sheldon, a leading Boston boat builder, for supplying a boat service under conditions that assure the greatest degree of public enjoyment and security in its use. The service extends to all the navigable waters in the parks, and over 200 boats of various kinds are already in use at Jamaica, Franklin, Leverett and Marine parks. Charlesbank and the Riverway—rowboats and canoes, steamboats, electric launches, naphtha launches, etc.

Particular stress is laid upon having all boatmen specially skilled in their duties, well disciplined, neatly attired, courteous and attentive. It is required that they shall know how to swim, to rescue and resuscitate drowning persons, and maintain good order.

The boats are of first-class character, light, graceful, strongly built and handsomely equipped. Moderate rates of fare are charged, as follows:

OMNIBUS AND FERRY BOATS, running over a prescribed course, 10 cents per passenger for each trip, not exceeding twenty minutes.

TRIP ON STEAMBOATS, not exceeding one hour, 25 cents. Two hour trips, 50 cents.

SAIL BOATS, under 24 feet long, with Sailing Master, \$1.25 per hour. One-half day, \$5; one day, \$8. SAIL BOATS, 24 to 30 feet long, \$2 per hour, \$8 per one-half day, \$15 per day.

FISHING BOATS.—	Per hour,	. . . . .	25 cents.
	Per one-half day,	. . . . .	\$1.00.
	Per day,	. . . . .	\$1.50.

Fishing Outfits and Bait will be furnished at reasonable cost.

ROW BOATS AND CANOES.— Week-days, except Saturday Afternoon and Holidays :

Per hour,	. . . . .	30 cents.
Per one-half day,	. . . . .	\$1.50.
Per day,	. . . . .	\$2.00.

Saturday Afternoons, Sundays and Holidays :

Per hour,	. . . . .	40 cents.
Per one-half day,	. . . . .	\$2.00.
Per day,	. . . . .	\$3.50.

Row Boats with Cushions, 5 cents per hour extra.

Row Boats with Oarsman, 25 cents per hour extra.

No Boats let for less than One Hour.

One hundred five-cent Coupon Tickets for use of Boats, \$3.75.

STORAGE AND CARE OF BOATS.

Row Boats, 75 cents per week. Sail Boats of 20 ft. or less, \$1.25 per week.

Here at Marine park there are various boating features in addition to those in the other parks. Beside sixty rowboats and canoes there is a large fleet of sailboats, and two fine steam launches make excursion trips out into the bay at frequent inter-

vals. Two handsome naphtha launches also furnish a pleasant ferry service to and from Castle Island. It is intended to increase the Park Boat service from year to year and probably, as soon as practicable, connect the water-front pleasure grounds--Marine and Wood Island parks, and that now under construction at the North End--with each other by a steamboat line.

The great pier serves for a promenade and a resting place for the enjoyment of sea air and of maritime scenery. It terminates at a small artificial island which is to be covered with a great double-decked structure where thousands may sit with salt water about them on every side and subject to the full sweep of the breezes of the bay, with the effect of being on a huge steamboat anchored out in the harbor. At the entrance to the pier is a picturesque building designed by Edmund M. Wheelwright as city architect in the style of many of the medieval municipal council-houses of German cities, and suggested by the beautiful German government building at the World's Fair at Chicago. In the plastered panels of the exterior are decorative designs in "sgraffito," executed by Max Bachmann, the sculptor and decorator, after sketches by himself and drawings by Mr. Wheelwright. These designs, in figures and arabesque, depict the story, historical and traditional, of Boston bay. Sgraffito work is a favorite form of mural decoration in Italy and Germany. It is done by incising through various layers of colored cement according to the effect desired. The term is Italian, and signifies "scratched" or "incised." This is the first example of the process in this country. The building is flanked on each side by raised platforms for promenades extending to the pier. Below and between these platforms are 500 dressing rooms for bathers, the adjacent beach being designed for a general public bathing place for both sexes. On the ground, or *terazzo*, floor is a general waiting-room, with retiring and toilet rooms for men and women. Under the promenades are offices for park-keepers and other officials. On the second floor are two large cafés, adjacent to the promenades and connected by a corridor and service rooms. On the third floor is the restaurant, with kitchen, etc.

Several acres of the ground are devoted to lawns, trees, shrubbery, etc. Opposite the end of Broadway a bronze statue of the great naval hero, Admiral Farragut, by Henry Hudson Kitson, is appropriately located, in full view of the bay with its processions of ships.

A space has been reserved in the northerly part of the park for an aquarial garden, with salt-water pools for amphibious animals, and marine mammalia, like seals, walruses, porpoises, etc. A handsome aquarium building has been designed for this place.

Castle Island has been given by the national government into

charge of the park department for recreative uses, Fort Independence being now regarded as of no military value except in case of emergency. This island was the first fortified place in Boston bay, and its name comes from the old "Castle," as the original British fort was called. Since the introduction of long-range guns its strategic importance, as commanding the entrance to the harbor, has ceased. Fort Independence still remains in charge of a sergeant of the regular army, and the general public is not admitted. At the southward of the fort near its gate there is a pleasant shaded place with large elm trees, and the island forms an attractive place for promenade, rest, and enjoyment of the extensive maritime scenery on every side, from the reaches of Dorchester bay and the various islands seaward on one side to the main ship channel on the other, with its passing steamers and sailing craft, large and small, far up into the busy inner harbor towards the Navy Yard at Charlestown. The spectacle here is one of the most beautiful and attractive on the Atlantic coast.

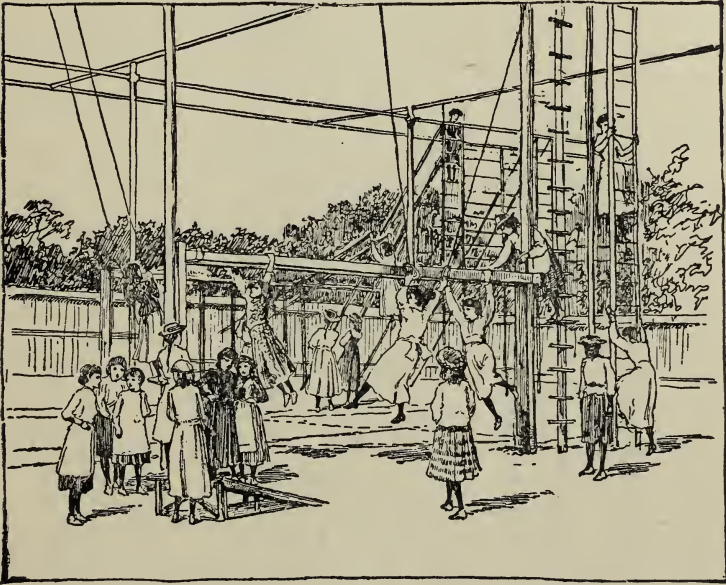
Of the islands in the bay, Thompson's island is the one nearest at hand, to the southeastward, separated from the picturesque rocky headland of Squantum, in Quincy, by a narrow channel. It is the seat of the Farm School, an admirable educational institution for the benefit of poor and worthy boys. A steam launch runs between Marine park and the island for the convenience of the school. Being diversified with groves and groups of trees Thompson's is the most beautiful of the islands in the bay. Across the main ship channel to the northward is Governor's island, so called from its having been owned by Gov. Winthrop, and the fortification which occupies it is called Fort Winthrop.

Street-cars: All South Boston cars marked City Point, from Scollay square, Adams square, Postoffice square, Park square, Union station, East Cambridge and Cambridge (latter by way of Park square), run to Marine park. Cars to the park run from all the steam-railway stations at frequent intervals. On South Boston cars that run only to Dorchester street free transfers are given to City Point cars. The lines through South Boston run either by Broadway or by Bay View and Eighth street—the latter route, which is a few minutes longer, passing near the line of Strandway, and at various points commanding views over Dorchester bay. The pleasanter street route, however, is by way of Broadway, which is arched by beautiful elms.

IX. CHARLESBANK.

Charlesbank occupies the shore of Charles river for a stretch of something like half a mile, between West Boston and Craigie bridges. It was designed to give a pleasant and ample breathing-

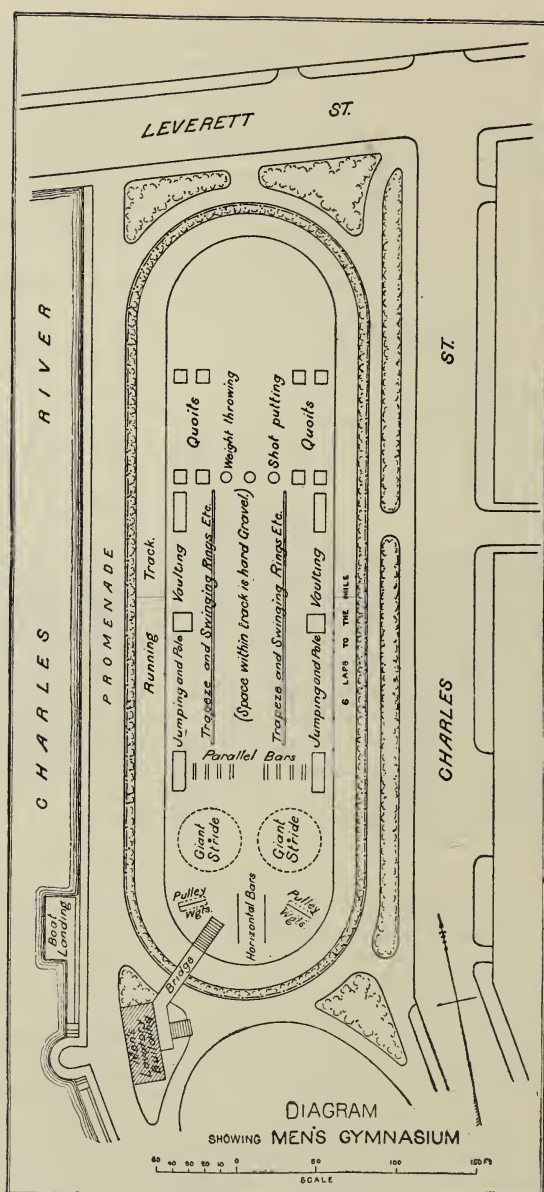
space to the people of the densely inhabited tenement district close by. Its varied, thoughtfully devised and well administered facilities for popular recreation and exercise make it a place that should be visited and studied by all interested in social and municipal economy. Open to the prevailing summer breezes from the broad river basin, it has brought pleasure and health to many thousands, while it has saved the lives of hundreds of infants who otherwise would have perished from cholera infantum for lack of fresh air. The multitudes that resort hither on pleasant summer evenings make Charlesbank one of the notable sights of



WOMEN'S GYMNASIUM, CHARLESBANK.

the city, and one that must rejoice the heart of every lover of his kind.

Charlesbank has a broad promenade along a river-wall, guarded by an iron railing where a long, straight row of lamps makes a beautiful glittering line of light along the margin of the river at night. This adjoins a long stretch of gently undulating grassy ground, planted with trees and shrubbery, and coursed by pleasantly winding paths. The promenade is lined with seats facing the river, and some of these are shaded by awnings and reserved exclusively for women with infants. Near either end of the river-wall is a bastion, with exceptionally good views over the

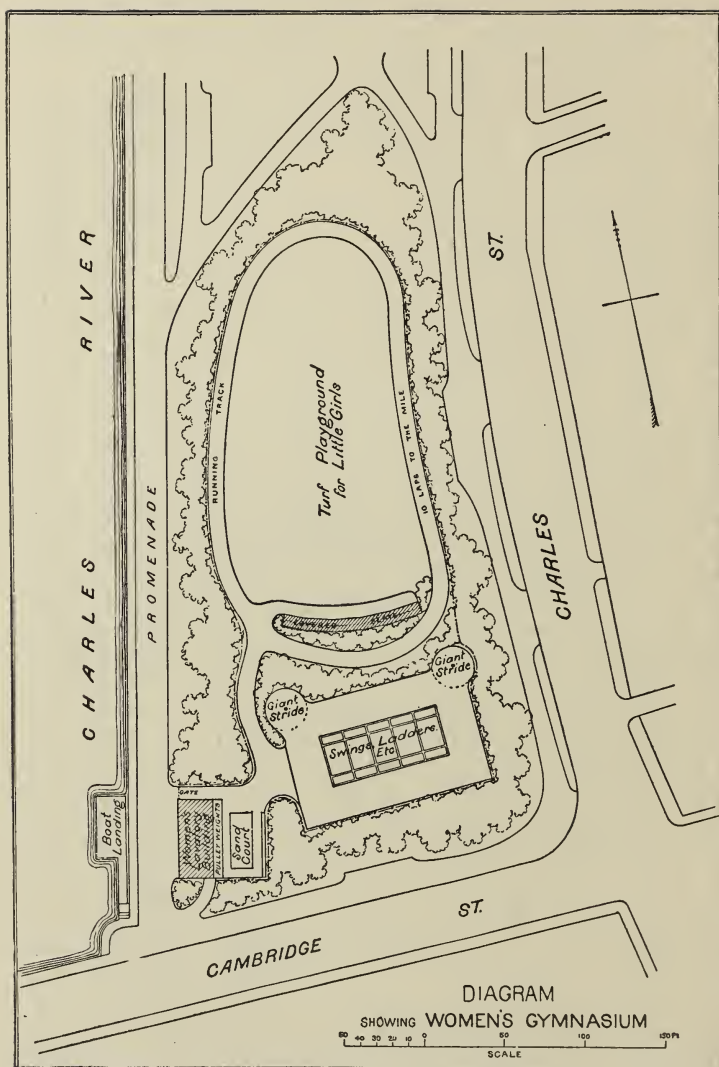


CHARLESBANK — NORTHERLY PART.

river and steps connecting with boat landings. At the landing near the northerly end, towards Craigie bridge, the Park Boat Service (see Marine Park) has a station, with excellent provisions for rowing and canoeing. This is a convenient point of embarkation for persons desiring to make a canoe-trip up the river.

The Charlesbank free open-air gymnasia are the first institutions of the kind in this country and the most complete of their class in the world. So admirable have been the results that the park-department has planned for similar institutions on three other new recreation grounds of the city—at Charlestown, East Boston, and Marine park, South Boston. At the northerly end of the grounds is the gymnasium for men and boys, an oval space enclosed by a high iron fence which presents no bar to a good view of the interesting and animated spectacle from outside. An excellent cinder-path for running and bicycle practice, with six laps to the mile, surrounds the large area of rolled gravel for gymnastic exercises. In winter this space is sprayed, forming a perfectly safe skating-ground for small boys. The apparatus is of the most approved kind, and so superior is exercise in the open air to that in an indoor gymnasium that all classes of young men, including college students and members of the socially foremost athletic associations, resort hither for practice. The institution is in charge of a first-class professional athletic instructor who gives free training to all who wish it, with advice as to the best course for physical development suited to the individual. Some of the best young athletes in the country have received their training here. The best of order is maintained, and the border of turf and shrubbery at the margin of the track, adjoining the fence, has never been defaced in the least. Connecting with the track gymnasium by a bridge and steps from the second story is a large house for offices, lockers, toilet and dressing rooms, and facilities for bathing after exercise. On the ground floor are accommodations for those using the boating service. The building was designed by Edmund M. Wheelwright as city architect.

At the southerly end of Charlesbank, near West Boston bridge, is the gymnasium for women and girls, combined with a playground and crèche for children. This, like its companion institution, has been phenomenally popular from the start. Both were suggested and planned in all their minutest details by Mr. Frederick Law Olmsted, in accordance with his steadfast aim to make the public parks administer to all possible rational open-air recreative uses by the largest number of people. These grounds are surrounded by a dense growth of shrubbery to screen them from public gaze, and provide the seclusion desirable for the sex that uses them. Access is through a building of picturesque character designed by Walker & Kimball, and corresponding in uses



CHARLESBANK — SOUTHERLY PART.

to that of the other gymnasium. The space for gymnastic apparatus is smaller and more compact than that for men and boys. A fine running track of ten laps to the mile encloses an area of well-kept lawn where little children may play on the grass under the eyes of their mothers or attendants, for whom a long row of covered seats is provided. There are also sand-courts for children, which are immensely popular with the little ones. The institution is in charge of a committee of the Massachusetts Emergency and Hygiene Association, with trained women superintendent and assistants. The attendance in 1894, from May 15 to Nov. 1, was 145,392, a daily average of 887. The average age of users of the gymnasium is between fourteen and fifteen years. Various cases of benefit to girls sent by physicians as needing special gymnastic treatment are reported. On the grassy playground little children practise football to some extent, and games of hand-ball, jumping-ropes, hoops and team-races are constantly going on. There are also classes in kindergarten exercises. Mothers obliged to go out to work may leave their children here to be cared for for the day.

Street-cars: All cars to East Cambridge from Scollay square or South Boston pass by the northerly end of Charlesbank, at Craigie bridge, and all other Cambridge cars, from Bowdoin square, Park square and South Boston via Charles street, together with the Belt Line cars via Cambridge street or Charles street, pass by the northerly end at West Boston bridge.

X. OTHER MUNICIPAL PARKS OF BOSTON.

WOOD ISLAND PARK.

Wood Island park is a local pleasure-ground for East Boston, covering an area of forty-six acres on what was formerly a "marsh island," an upland with the bay on three sides and a marsh on the fourth. It has been finely adapted to a variety of recreative uses, and has been converted from a naked area of seaside upland and marsh to an attractive park. A drive, approaching the park by way of a parkway called Neptune avenue on the northward and Prescott street on the southward, makes the circuit of the grounds close to the shore. The greater portion of the space is devoted to playground and gymnastic purposes. An open-air gymnasium for men is enclosed by a running track of four laps. Adjoining is a large playground of rolled gravel, with a grand stand planned to overlook it. Between the playground and gymnasium stands the Field House, for dressing-rooms, baths, etc., a handsome structure planned by Sturgis & Cabot, who are also the architects of the bath-house for the open beach-bath to the southward. On the northerly side of the park is

planned an open-air gymnasium for women and girls, which, with an adjacent grassy playground for little children, is screened by dense shrubbery on all sides. The running track has six laps to the mile.

Street-cars: Winthrop Junction line from North Ferry to Prescott street or Neptune avenue.

Steam-cars: Boston, Revere Beach & Lynn Railroad to the station at the Prescott street entrance.

CHARLESTOWN HEIGHTS.

Charlestown Heights is a small local park space occupying a section of the northerly slope of Bunker Hill. It is an instance of the successful landscape treatment of a difficult piece of steep ground. The notable feature is the extensive view over the Mystic river with its commerce, immediately below, and a large section of Greater Boston beyond to the rock-hills of Middlesex Fells, including Everett, Chelsea, Malden and Medford. To this end are adapted the walks about the central lawn space and over the picturesque steep slope with its terraces, and long stairs of stone. A handsome house for shelter, etc., together with a fountain against the wall near by, was designed by Walker & Kimball.

The Bunker Hill line of cars to Charlestown has its terminal near by.

UNIMPROVED GROUNDS.

There are four local pleasure-grounds as yet unimproved, in charge of the park department in various portions of the city. Dorchester park is a picturesque tract of twenty-six acres near Lower Mills of a pastoral and woodland character. At the North End a large tenement-house section is to have a remarkably attractive waterside open-space, with terraced grounds on the slope of Copp's hill, a Pleasure Cove and beach, enclosed by piers, and bathing facilities. The Charlestown playground will occupy a large rectangular space with a frontage on the Mystic river, adjacent to Sullivan square, and will have gymnasias for both sexes. At North Brighton, on Western avenue near Barry's Corner, fourteen acres of land are to be devoted to a playground.

CITY SQUARES, ETC.

In charge of the department of public grounds there are in Boston, including the Common and Public Garden, with nearly seventy-three acres, sixty-six urban squares and open spaces devoted to recreative uses, having a total area of something like 150 acres.

PART II.

THE METROPOLITAN AND SUBURBAN SYSTEMS.

Beside several notable park improvements recently undertaken by various suburban municipalities, there has been established within the past two years, a very important and extensive system of metropolitan parks for the benefit of the cluster of municipalities known as "Greater Boston" and organized for this purpose as the Metropolitan Parks District. This district comprises thirty-seven municipalities: The twelve cities of Boston, Cambridge, Chelsea, Everett, Lynn, Malden, Medford, Newton, Quincy, Somerville, Waltham and Woburn, and the twenty-five towns of Arlington, Belmont, Braintree, Brookline, Canton, Dedham, Dover, Hingham, Hull, Hyde Park, Melrose, Milton, Nahant, Needham, Revere, Saugus, Stoneham, Swampscott, Wakefield, Watertown, Wellesley, Weston, Weymouth, Winchester, and Winthrop. The population of this district is now something like a million.

The outer fringe of more rural municipalities was included merely for potential reasons and can hardly be considered at present as otherwise belonging to the metropolitan group. For instance, the towns on the south shore of Boston bay and the outer towns on the Charles river include landscape features that, at some time in the future, may be desirable for reservation for public uses, and they were included in the district simply with a view to such contingencies.

This great metropolitan undertaking came about in consequence of a strong public sentiment that in order to assure to the public the enjoyment of landscape beauties and the opportunities for ample recreation in the open air essential to the well-being of a great urban population some form of organized coöperation between the various municipal units of the Boston metropolitan group was necessary. Responsive to the suggestion of a metropolitan park system first made in a Boston newspaper in 1891, a few public-spirited individuals took the initiative in urging a legislative inquiry into the subject. In consequence, the preliminary Metropolitan Park Commission of 1892 was appointed to conduct the investigation which resulted in an important report on the subject in 1893. This report was received with such favor that the law of 1893 was enacted by almost unanimous consent.



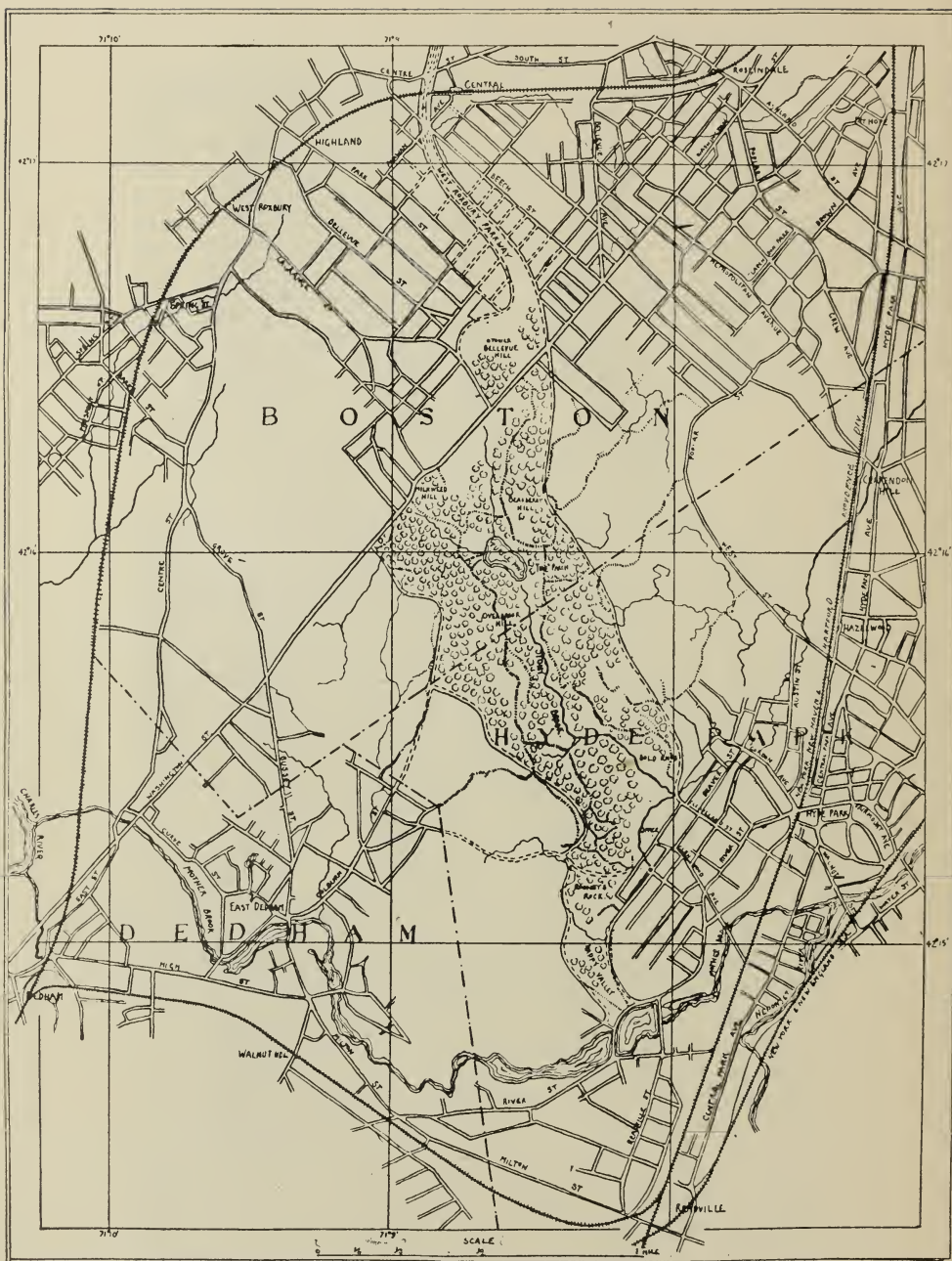
BLUE HILLS FROM STONY BROOK WOODS.

A commission of five persons, appointed by the Governor, was placed in charge of the work. A loan of \$1,000,000 for the purpose was advanced by the Commonwealth, to be met by the various municipalities of the district with interest and sinking-fund charges apportioned every five years according to a special commission appointed by the Supreme Court; Boston, however, to bear fifty per cent of the cost for the first five years. Action by the two succeeding Legislatures has made the total amount available for the purpose \$2,800,000. Large and important tracts have been acquired for public reservations on all sides of Boston, making the first comprehensive instance, according to Mr. Olmsted, in which the primary consideration governing the choice of lands for such purposes has been their fitness for the uses intended.

I. STONY BROOK WOODS.

The most immediate connection between Boston's municipal system and the metropolitan system is that with the Stony Brook reservation, lying in the West Roxbury district of Boston and the town of Hyde Park. By joint action of the Metropolitan and Boston park commissions land has been taken for a parkway of a picturesque type, of the same character as the great Boston Parkway, through one of the most beautiful parts of West Roxbury from the Walter street entrance of the Arnold Arboretum to the Stony Brook reservation at Bellevue hill. This parkway will be constructed and maintained by the city. Bellevue Hill, 320 feet above the sea, and the highest point within the limits of Boston, commanding a remarkably extensive view from the water-works tower on its summit, is included within the parkway. Eastward spreads the bay with its islands, and Franklin park lies in the middle distance, while the Stony Brook Woods, immediate below, form a remarkably fine foreground for the stately Blue Hills. The view over the interior, with the mountains in the distance, from Wachusett to Monadnock, is particularly fine. The directions of the principal landmarks are given by engraved lines on brass plates in the outlook of the tower.

The metropolitan reservation of the Stony Brook Woods begins at Washington street. It has an area of 475 acres. In character it is a rocky wilderness, with steep slopes and precipitous ledges enclosing the wild, rugged glen in the depths of which lies the tarn-like piece of water called Turtle pond, the source of Stony Brook, which reaches the salt water at the Fens. While the sylvan and wilderness features of this reservation are interesting in themselves, the great charm lies in the different surprising and fascinating views of the Blue Hills, which are



MAP OF STONY BROOK RESERVATION.

remarkably impressive, rising across the Neponset intervalles and filling the vistas down and above this valley.

The ground is ribbed by cedar-covered ledges, and thickets of shrubs fill the swampy hollows. Mr. Warren H. Manning in his interesting report on the vegetation of the reservations included in the Metropolitan Park Report of 1895 points out that the existing fragments of pine growth, young and old, along the greater part of the highland, suggest the forests of great trees that made up the framework of the picture which the Indians viewed from a few of the open ledges and projecting points. "The scenery must have been far more impressive and varied than it is now, because of its dark and high framework of conifers. It is such scenery that is now gradually to be restored by the skilful use of resources still remaining on the ground." Mr. Manning says that the richness of the flora, which has made the place long a favorite collecting-ground for botanists, tends to show that the surface has been little disturbed by cultivation or grazing. Wet land makes up a considerable part of the territory, and along its edge there is already an interesting, luxuriant and varied growth of shrubbery and promising seedling trees. The large neighboring populations make it certain that this reservation will soon be thronged not only in summer, but in winter, when skating is good.

The main outlook points, all commanding notable prospects, are Milkweed hill, at the edge of the reservation where Washington street makes a slight turn; Bearberry hill and The Perch, immediately overlooking Turtle pond; Overbrook hill, commanding the gorge of Stony Brook near the centre of the reservation; Bold Knob, overlooking Watersweet meadow close to Hyde Park; and Rooney's Rock, near Happy Valley, in the extreme southern portion of the reservation not far from the point where it terminates at Mother brook. From this point it is contemplated ultimately to make a connection with the Blue Hills across the Neponset valley, thus forming a continuous parkway from the Boston municipal system to that reservation.

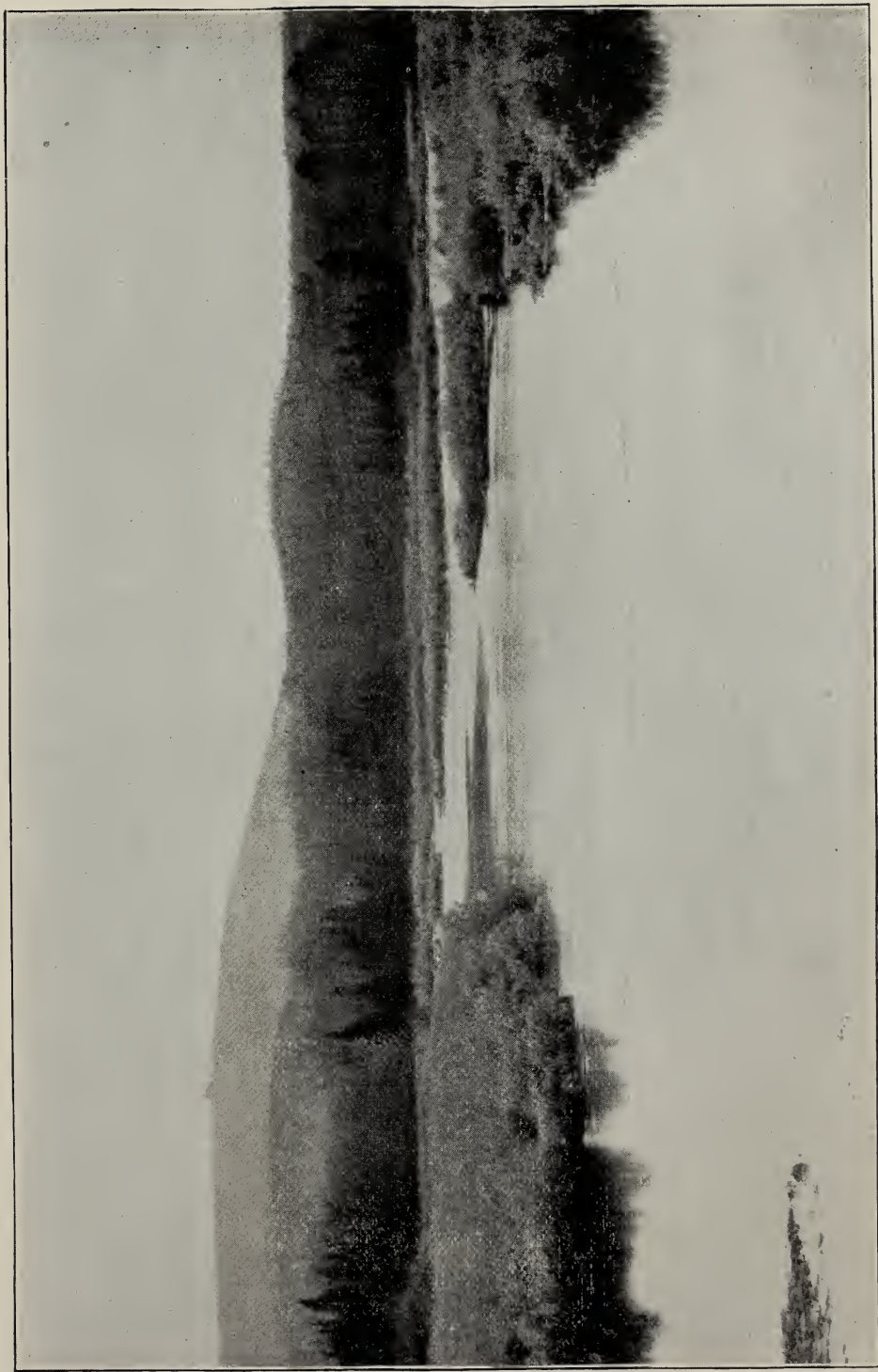
The thickly settled portions of Hyde Park and West Roxbury lie close about Stony Brook Woods, and the centre of Dedham is less than two miles distant. Hyde Park station is the nearest point for persons coming from a distance, but the best way to see the reservation is to begin at Bellevue Hill and go southward, with the numerous vistas of the Blue Hills continually revealing themselves. Central, Highland and West Roxbury stations on the Dedham branch of the New York, New Haven & Hartford are less than a mile from Bellevue hill. Central station is close to the projected parkway. Various wood roads and footpaths traverse the territory.

II. THE BLUE HILLS.

The Blue Hills Reservation forms a public domain of 3,953 acres. It was taken by the Metropolitan Park Commission in the autumn of 1893, a few months after the passage of the law establishing that board with the authority to lay out public open spaces in the Metropolitan Parks District. It is the largest of the several public reservations and parks in the metropolitan district, and the largest recreation ground possessed by any American city. It comprises nearly the entire range of the Blue Hills, and lies within the limits of the towns of Milton and Canton, and the city of Quincy. It is a diversified tract of hills and woodland, and the greater portion of the region has a mountain-like character, which gives the reservation its distinctive charm. It also includes a fine sheet of water, Hoosicwhisick pond. The shape of the reservation is irregular, the boundaries having been defined according to local circumstances, and to a great extent so drawn as to follow the contour lines in a way to favor the laying out of boundary roads at good grades. Existing roads form the boundary on the westerly side and on a portion of the southerly line at Hillside street. A large part of the southern boundary is formed by Monatiquot stream and the line between the city of Quincy and the towns of Randolph and Braintree. The length of the reservation is about five miles, and in width it varies from about one and three-fourths miles in its widest portion to a little less than a mile in its narrowest section.

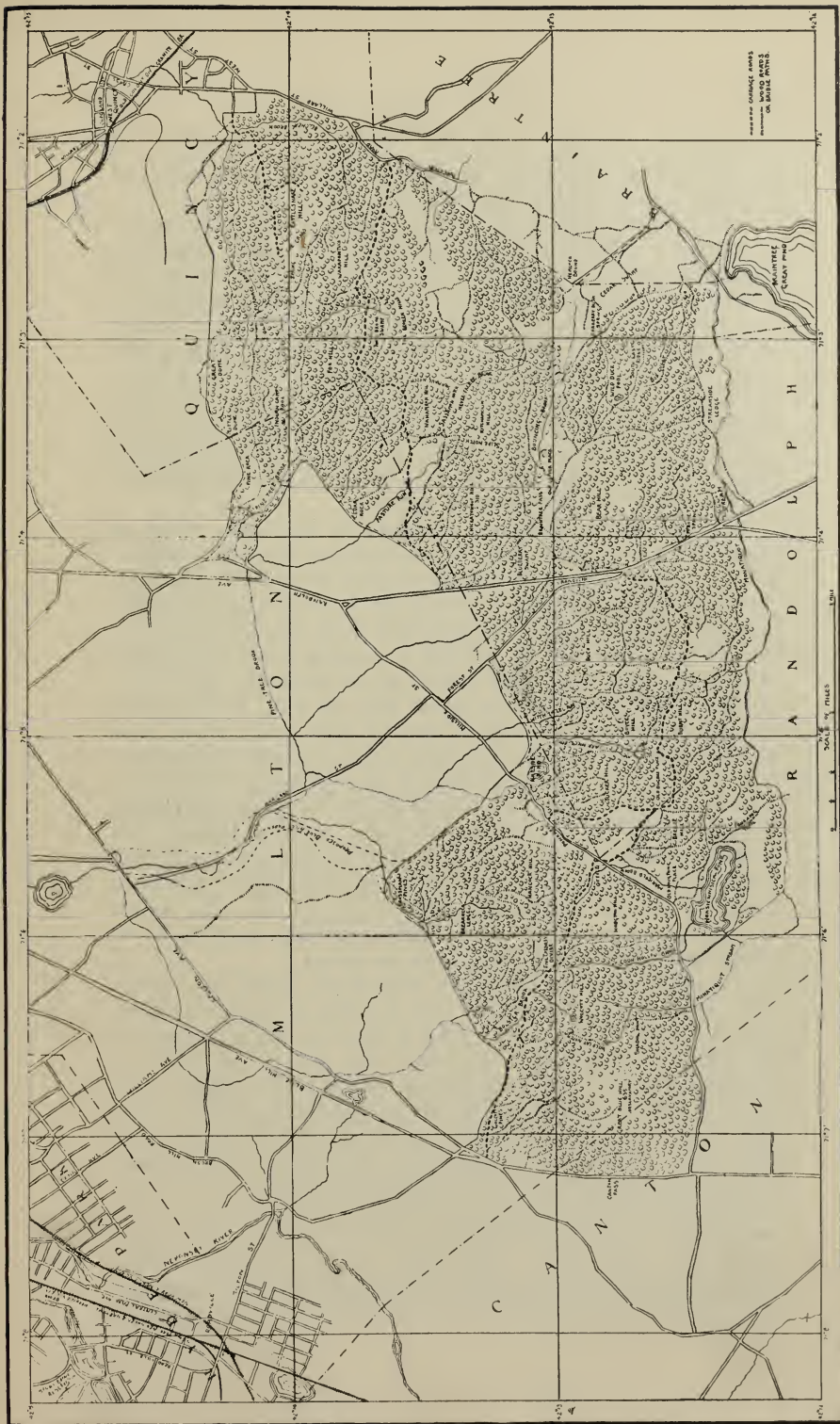
These hills are not only the highest points of land in eastern Massachusetts, but are the greatest elevations on the Atlantic coast of the United States, from Mount Agamenticus in southern Maine to the Mexican boundary at the mouth of the Rio Grande. They have a great historical significance in the fact that they gave the commonwealth of Massachusetts its name. They are the first land sighted by the approaching mariner. When Captain John Smith explored the coast of New England in the summer of 1614 he named the range "Massachusetts Mount." Massachusetts Bay received its name from this circumstance, and from the bay came the famous name of our commonwealth, as the successor to the Massachusetts Bay Colony and Province. When Captain Smith named these hills he probably did not know that the designation intimately concerned them. He doubtless named them from the Massachusetts tribe of Indians, and Massachusetts means "the place of the great hills." When, at the request of Captain Smith, the boy Prince of Wales, afterwards King Charles, sprinkled the captain's map with English names, he gave the name of "Chevyot hills" to this range.

It is noteworthy that the "Blue Hill lands" were originally a



GREAT BLUE HILL FROM NEPONSET RIVER.

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MAP OF BLUE HILLS RESERVATION.

public forest and owned by the town of Boston. They were sold to private parties on May 1, 1711.

Mr. Charles Eliot, in his report as landscape architect to the preliminary Metropolitan Park Commission, justly called the Blue Hills "a park such as any king would be proud to call his own, a public forest possessed of vastly finer scenery than any of the great public woods of Paris can show, a recreation ground far surpassing in its refreshing value even London's Epping Forest." And he remarked that so considerable a barrier do they present that the railroads, the creators of suburbs, have avoided them entirely—with the result that in all the five miles from the eastern base of Rattlesnake hill to the western front of the Big Blue, there are not yet more than a half dozen buildings standing on the hills above a contour of 200 feet.

There are eleven prominent summits in the range. Chief of these is the Great Blue Hill, the westernmost elevation, 635 feet above the sea. The Blue Hill observatory, established by Mr. A. Lawrence Rotch of Milton in 1884 in the interest of meteorological science, is celebrated for the important work done here. Various towers have preceded it. In 1798 a wooden tower, from forty-five to fifty feet high, was erected by the proprietor of Billings tavern, a celebrated country resort near the hill. In those days the hill was more resorted to than in later years when more remote points of interest have been made accessible by the railways. On the south side of the hill stood "Cherry Tavern," famous for its cherry parties. During the cherry season the visitors used to ascend the hill in great numbers. Harvard College built a circular stone tower twenty feet high on the summit over fifty years ago, for the sake of obtaining a meridian line, it being due south of the old Cambridge observatory. At the time of the Revolution a beacon was maintained on the hill, ready at an instant's notice to give warning with its flame.

The prospect from this hill is remarkably varied and beautiful. There is a bird's-eye view with a radius of twenty-five miles and a circuit of 150 miles. With a telescope buildings can be identified in 125 cities and towns. The eye ranges from the mountains of New Hampshire to the hills of Rhode Island. On a clear day there have been seen, far beyond the spreading Boston bay, with its islands and headlands, the shores of Cape Ann and, forty miles away, the twin lighthouses of Thacher's island; south-eastward, Manomet hill in Plymouth and Captain's hill in Duxbury; directly south, beyond what seems for the most part a woodland wilderness studded with silvery lakes, the city of Fall River, forty miles away. These lakes are, in their order, Hoosic-whisick pond, at the foot of the hill and the gem of the reservation; then Ponkapog pond, Canton reservoir, and Massapoag pond

in Sharon, the latter eight miles to the southwest, with the Woonsocket hills beyond the Sharon range. To the westward and northwestward are the Massachusetts mountains, Wachusett and Watatick, and then many peaks in southern New Hampshire—Grand Monadnock, 67½ miles away, Mt. Kidder, Pack Monadnock, the Lyndeboro hills, Joe English hill in New Boston, and Uncannunock mountains.

The nearer views are full of diversified charm: the great city to the northward with its towers and glittering State House dome and clouds of drifting smoke; notable in the nearer portion the beautiful oasis of Franklin park in an urban desert, with its great central meadow whence these hills are so grand a feature in the landscape. From the park the straight line of Blue Hill avenue makes directly towards this summit. The level green meadows of the Neponset, coursed by the tortuous stream, are close at the base of the hill. But after all one is impressed by the predominantly sylvan character of the landscape and is made to feel that not many years of abandonment by man would restore to a forest state one of the most densely populated regions of America, and obliterate all evidences of civilization from the scene, where not far from two millions of people dwell within range of the eye.

The distinctive character of the Blue Hills reservation, as described by the landscape architects, is that it presents "a chain of bold, convex masses of rock and gravel, affording widespread panoramic prospects in all directions. . . . While several passes and defiles are very striking and many views from hill to hill are even grand, it is the vast blue distance which tends to engross the attention,—a distance here of ocean and there of forest, and there again marked by the remote Wachusett and Monadnock—a distance which, fortunately, is not yet disfigured by the too near approach of any town or city."

A newly built road, constructed to meet administrative necessities, runs almost the entire length of the reservation. Located sometimes on one side of the divide and sometimes on the other, it commands several fine prospects, but the best enjoyment of the scenery cannot be had until the contemplated permanent roads have been established. "It is easily possible," say the landscape architects, "to imagine a road along the range which, presenting one quiet or surprising picture after another, could not fail to awaken admiration of scenery in every observer. The reservations will not return to the community that dividend of refreshment which is rightly expected of them until roads and paths shall have been built with special reference to the exhibition of the scenery."

The entrance on the northwest, near the junction of Canton and Blue Hill avenues, will for some time be the most frequented

one, as being the approach to the principal point of attraction, Great Blue Hill, and the nearest to the railway stations at Readville, a little more than a mile and a half away, the route thence being by way of Milton street to Paul's bridge, thence by Brush Hill and Blue Hill avenues.

The road runs easterly through Wolcott Pines, crossing the range to Ponkapog pass through the valley between the Great Blue and Hancock groups. A short distance from the entrance is the branch road to the Great Blue summit, about three-fourths of a mile, barely passable for carriages and very rough. Shoulders of Great Blue Hill are Wolcott hill and Shadow point, the latter to the southward, and between them the source of Monaticquot stream, which largely forms the southern boundary of the reservation. The westerly shoulder of Hancock hill is Hemenway hill; under the latter is Five Corners divide, named from the meeting of several paths and the road. Before the divide the road crosses Balster brook, named from a Boston ship-builder who, before 1669, bought standing timber in this region and used the brook, when swollen by rain and melting snow, to move it.

Hancock hill was owned by Gov. John Hancock, with much of the surrounding territory. The remains of the Hancock orchard are on the south side. In the winter of 1780, when there was great suffering among the poor of Boston from the intense cold, Governor Hancock had a large quantity of wood cut from his Milton land, and sledged down the Neponset and over the ice of the bay to the town for gratuitous distribution.

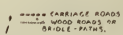
Between Hancock and Houghton hills the road descends to Hillside street, which, crossing the range through the narrow and beautiful Ponkapog pass and thence to Blue Hill avenue in Canton, forms the southern boundary of the reservation.

About half a mile to the southward, following Hillside street, is the crystal clear Hoosicwhisick pond, with pastoral shores and commanding a striking view of the Great Blue, with its bold southerly face.

At the northerly angle of the westerly section, at Crossman's Pines, the proposed Blue Hills parkway will enter the reservation, following a portion of the way the valley of Pine Tree brook, and destined to furnish a direct and popular approach from Boston by way of Franklin park, continuing the line of the Blue Hill avenue boulevard southward from the Neponset river.

The central section of the reservation, with the five principal summits of Breeze, Tucker, Boyce, Burnt and Buck hills, is between Ponkapog and Randolph passes. Through this section the road keeps on the southerly side of the range, between Breeze and Burnt hills on the south and Tucker, Boyce and Buck hills on the north. At the Old Bugbee Place, east of Breeze hill, the road

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SCALE

is joined by a branch running southerly from Hillside street at the westerly base of Tucker hill.

Randolph avenue, the old Boston and Randolph turnpike, crosses the range through Randolph pass. The service road strikes the avenue at the point where Forest street, from Milton, joins the latter. The road ends here, and to traverse the easterly section of the reservation Randolph avenue must be followed about a mile to the northerly boundary of the reservation, whence a second service road runs easterly.

The main elevations of the easterly section are Chickatawbut, Bear, Kitchamakin, Nahanton, Fox, Wampatuck, and Rattlesnake hills, together with a picturesque ridge called the Broken Hills, and, on the northerly margin, Great Dome, Little Dome, and Pine Rock. Streamside ledge is on the southerly margin, overlooking the Monatiquot. The road passes along the northerly slope of Chickatawbut, largely through an open country commanding grand sweeps of vision. Chickatawbut is named for the chief Indian sachem of this region; it is the second highest elevation of the range, 518 feet high and of noble contour. The prospect from the summit is a magnificent one, rewarding the ascent particularly on account of the nearer view over Boston and Massachusetts bays. The road continues across the slope of Nahanton hill and along the foot of Fox hill to just above Twin Brook swamp and down the easterly slope of the range to the boundary, thence following Purgatory road and Willard street to West Quincy, where the station on the Granite branch of the New York, New Haven & Hartford Railroad is a little more than half a mile from the reservation. The granite quarries of West Quincy have a strong picturesque interest, with their wildly broken scenery, their forests of derricks, and the gnome-like activities of the quarrymen in and about the chasms deeply hewn into the hills.

Prof. William O. Crosby, in a report on the geology of the reservations included in the Metropolitan Park Report of 1895, pronounces that of the Blue Hills of exceptional importance to students, being virtually a key to the geological structure of the entire region. The formation is a complex of granitic rocks (granite and felsite) and the Cambrian slates, the most ancient rocks of this region; both geologically and topographically a solid wall of the older formations—the core of an ancient range many thousands of feet high.

Mr. Manning describes the vegetation of the reservation as a nearly uniform deciduous covering, broken only by occasional small groups of pines, and by dark patches of cedar on the shrub-covered ledges and hilltops. He says that it is not likely that a single acre of the reservation has escaped the woodcutter's axe, unless it may be the stunted growth on a few hilltops, and that

of the few large trees now standing it would be rash to assert that any of them are over 200 years old. Most of the area is "sprout land" covered with stumps from which spring sprouts that form an inferior class of trees. But while there is now but little sylvan beauty, he says that this will come in time. "After all, it is but the garment of the splendid hills and valleys from which are obtained the magnificent panoramas and beautiful views that impress every one with the value of the reservation."

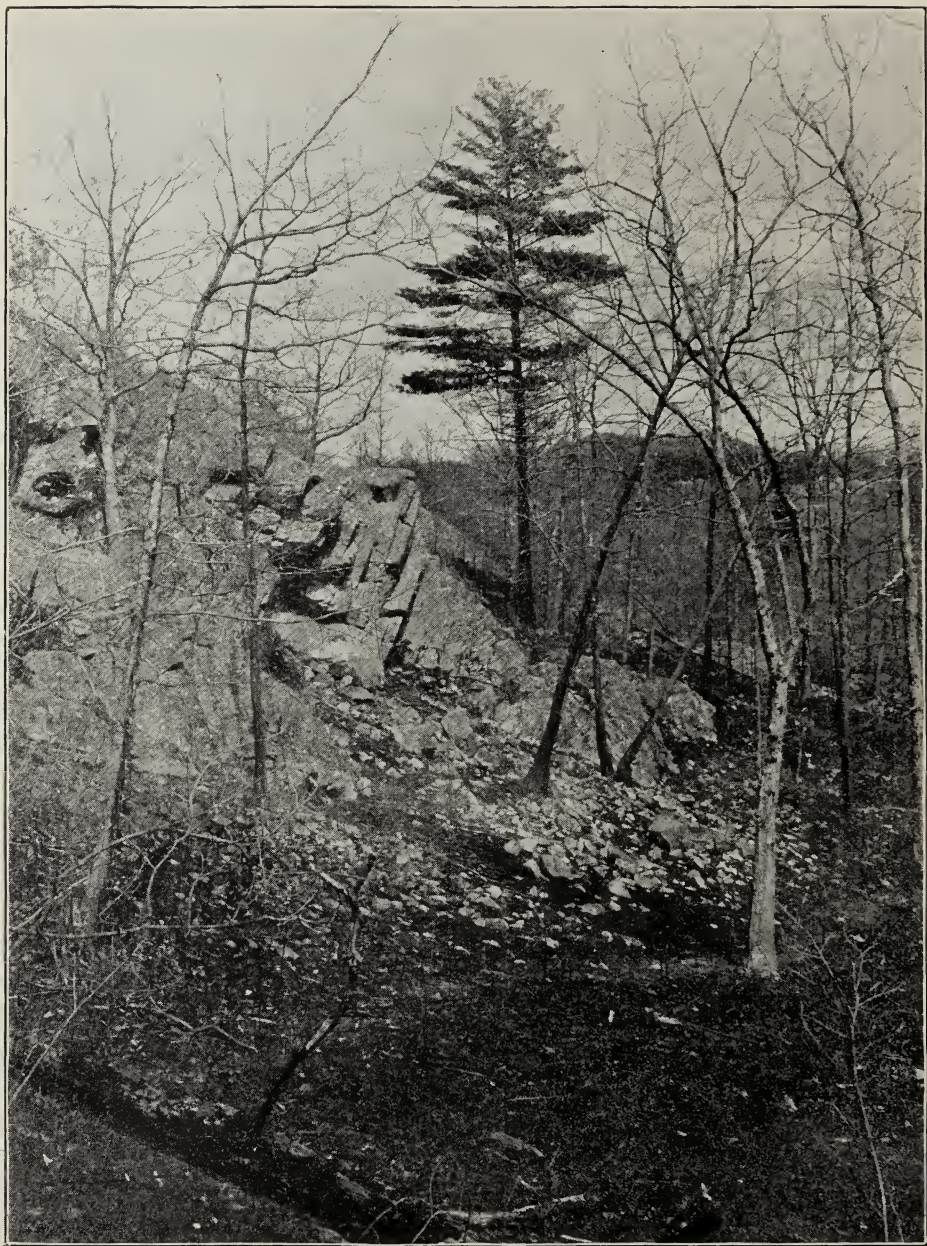
Most visitors to the Blue Hills will take the route above described, beginning at Readville. To many, however, it may be more convenient to reverse the route, beginning at West Quincy. Carriages are to be had at the Readville station of the New York, New Haven & Hartford, or may be specially ordered for trips through the reservation by telephone from Boston to livery stables in Hyde Park or Quincy. A pedestrian trip through the range is full of interest, and is a matter of a day. There are yet no refectories in the reservation and luncheon should be taken along. One of the pleasant places to enjoy lunch is on the margin of Hoosicwhisick pond.

III. THE MIDDLESEX FELLS.

The great wilderness reservation of the Middlesex Fells has exceptional importance in the history of the Boston park movement as the subject of an agitation for a public domain, maintained for many years by the three venerable lovers of nature, now dead—Elizur Wright of Medford, Wilson Flagg and John Owen of Cambridge—together with many other earnest and public-spirited people. The public sentiment aroused by this agitation finally led to the establishment of the Metropolitan park system. The final act in the conversion of this magnificent region into a public reservation took place on Feb. 2, 1894, when 1,583 acres were taken by the Metropolitan Park Commission. In connection with various previous acquisitions for water-supply purposes by the cities of Malden and Medford and the towns of Melrose and Winchester, and for park purposes by the town of Stoneham, together with a tract given into charge of the Trustees of Public Reservations, this act unified the entire territory in a great public domain of nearly 3,200 acres of land and water.

The Middlesex Fells lies in the five municipalities of Malden, Medford, Melrose, Stoneham and Winchester. In the earliest Colonial days it was known as "The Rocks" and subsequently as the "Five-Mile Woods." A large portion of the territory was at first common land, held by the adjacent towns. In 1879 the author of this guide first applied the name of Middlesex Fells in an article in a Boston newspaper describing the region as particu-

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MIDDLESEX FELS — CRAGS NEAR MALDEN.

larly suitable for a great public forest domain. The name, in its application to New England landscape of the old Saxon term for wild rock-hills, common in England and corresponding to the German "felsen," struck the popular fancy, and, adopted by the Appalachian Club at the recommendation of the Malden Scientific Field Club, has ever since been retained.

The character of this reservation is that of a plateau whose surface is minutely broken into numerous comparatively small hills, bowis and vales. In the words of the landscape architects, "The landscape pleases chiefly by reason of the intimate mingling of many types of scenery and objects of interest. Here is a cliff and a cascade, here a pool, pond or stream, here a surprising glimpse of a fragment of blue ocean, or again a faint blue vision of a far distant mountain." Mr. Manning, in his report on the vegetation of the reservation, says that it was the stately timber and the wilderness in which it stood that impressed the early observers of the Fells region.

One of the first explorers of this "uncouth wilderness," as it was called, was Governor Winthrop, who made the following often quoted entry in his diary: "Feb. 7, 1632. The Governor, Mr. Nowell, M. Eliot and others, went over Mistic river at Mcßford; and, going N. and by E. among the rocks about two or three miles, they came to a very great pond, having in the midst an island of about one acre, and very thick with trees of pine and beech; and the pond had divers small rocks standing up here and there in it, which they therefore called Spot Pond. They went all about it upon the ice. From thence (towards the N. W. about half a mile) they came to the top of a very high rock beneath which (towards the N.) lies a goodly plain, part open land and part woody, from whence there is a fair prospect; but it being then close and rainy, they could see but a small distance. This place they called Cheese Rock, because when they went to eat somewhat they had only cheese (the Governor's man forgetting for haste, to put up some bread)."

Cheese Rock is supposed to have been the precipitous northern end of Bear hill, and that name is now applied to the locality. Spot Pond is now somewhat larger than when Winthrop saw it, its waters having been raised by damming, first for water-power, and again to a still higher level for water-supply purposes. It has been selected as the distributing reservoir for the northerly section of the Metropolitan Water District. A notable circumstance connected with the island in this pond is related in Marsh's celebrated work on Man and Nature, in the fact that the species of trees on this island are the same, and also cover it in the same proportion, as the trees on the land about the pond. Spot pond is one of four beautiful large sheets of water that form one of the

most prominent elements in the scenery of the Fells, the other three being the reservoirs for the Winchester water-supply, artificial and of recent origin, but having, with their irregular and rocky shores, the appearance of natural lakes.

Governor Cradock, who was granted land in 1634, included in his property of about 3,500 acres a large share of the southern part of the Fells. The region was valued for its fine timber; great quantities were used for the ship-building industry of Medford; it was a leading source of fuel for domestic use and for brick-making, and the beautiful canoe-birch, once abundant here, was practically annihilated for the manufacture of shoe-pegs. Large sections of the land were also cultivated and pastured, the evidences of which are still plain even where it has long since reverted to wilderness.

"Never can the views from the hill-tops of the Fells compare in variety, grandeur or extent with those from the Blue Hills," says Mr. Manning; "never can the views over water, from hill to hill and to valley, be so beautiful or so varied in the Blue Hills as they may be in the Fells. One can hardly ask for a more attractive combination of land and water. Even the artificially impounded waters of the reservoirs are not expected to be such until their dams are encountered. Of course the wonderful variety and the grandeur of the primitive forest have long since disappeared; but with all the destruction of 250 years there is still much that is beautiful, and there are few dismal wastes of burned and falling brush. Large areas covered with deciduous trees are less frequently spotted by scattered, single pines than at the Blue Hills. Where the pine appears it is in large groups, or broad masses that are so well disposed with the surrounding deciduous growths that beautiful landscape effects are produced. Great hemlocks appear in places with the pines, and do much to add to the beauty of the forest scenery."

To see all the points of interest in the Fells would require several visits, and the drive over existing roads would occupy more time than most persons could give in one day. Two main highways traverse the region from north to south; Forest street in Medford continuing on the westerly side of Spot pond as Main street in Stoneham, and Elm street in Medford on the easterly side as Woodland road in Stoneham, joining, at the northerly end of the pond, Pond street, which is a continuation of Wyoming avenue from Melrose. Ravine road enters the reservation, forking from Wyoming avenue and running to Woodland road. Washington street, from Malden, largely forming the easterly boundary, enters the reservation, crossing Ravine road and joining Pond street at the "Red Mills," now the offices of the reservation.



MIDDLESEX FELS — THE CASCADES.

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The southeasterly section of the Fells is the wildest and most romantic part, with high cliffs and narrow valleys. The service roads which have been built through this section give little idea of its beauty, for they follow the lines of old wood roads through the hollows and command none of the prospects that here abound, being mostly bordered by young coppice oak.

The Bear's Den entrance is the principal one on the southerly side of this section, in Malden. The main approach to this will be by the eastern branch of the Middlesex Fells Parkway, to be constructed this year from Pleasant street in Malden and through Fellsmere park to the southerly boundary road, in connection with which it is ultimately to form a parkway circuit, with a planted space for electric cars, together with the westerly branch of the parkway from Salem street in Medford near the Malden line to the proposed boundary road at the foot of Pine hill. It is designed ultimately to carry this parkway to Broadway square in Somerville, forming the most direct route between Boston and Cambridge and the Fells.

At present the principal entrance from Malden is from Summer street by the boundary road to the Bear's Den entrance. Thence the road ascends Jerryjingle Notch—the name comes from the loose stones in the former gullied old wood road that caused the carts of the farmers to “jingle” down the steep slope—and branches just beyond the summit. The easterly way, which runs across the reservation to the Melrose side near Washington street, is without special interest in itself beyond furnishing a pleasant drive through young woods. The westerly way runs to Woodland road past Hemlock and Shiner pools and near Cairn hill. Hemlock pool is a beautiful bit of woodland water, bordered by ledges and hemlocks. Cairn hill is marked by the Cairn, or “Stone Monument,” a pile of rocks of unknown origin and evidently designed to extend the view. This is the highest point in the reservation east of Spot pond and commands remarkably fine prospects on all sides: to the eastward Lynn Woods, Nahant, the bay and the ocean; to the southward the great metropolitan population of Greater Boston densely massed throughout the Boston basin, veined by the waters of the harbor and its estuaries and encircled by a wall of rock-hills from the Blue Hills, sixteen miles away to the Menotomy hills of Arlington across the Mystic valley to the southwestward. The mountains of the interior lift their heads to the westward and northward. College hill in Medford, with the clustered buildings and chapel tower of Tufts, is a prominent landmark. These southerly elevations in the Fells, near Malden and Medford, something more than six miles from the State House, form exceptionally good points of view from which to gain an idea of the extent of Greater Boston.

Fells station in Melrose is the nearest point to the Cascades, and the greatest number of persons from Boston who visit the Fells on foot take the trains to this point. At Wyoming station convenient conveyance may be had in the barges and carriages from the Langwood Hotel which meet all trains here. From Melrose station the northeasterly section may be entered on foot from near the end of Emerson street. From Melrose Highlands station there are electric cars to Stoneham, whence it is a little more than a mile to Bear hill.

Tall cliffs of remarkably noble form mark the easterly verge of the Fells near the Cascades of Shilly-shally brook, which comes tumbling down the rock-wall in several beautiful falls between Black Rock on the south and White Rock on the north. From near the Cascades northward the easterly section of the reservation is marked by the finest and most extensive tree-growths in the Fells. Magnificent groves of white pine cover a great part of this region, including Virginia Wood, the charming tract near Spot pond, coursed by the ravine of Spot pond brook, given in charge of the Trustees of Public Reservations by Mrs. Fanny Tudor of Stoneham in memory of her daughter, whose name it bears. The celebrated Ravine road is marked by a stately growth of hemlocks between Virginia Wood and Langwood Trail.

In the neighborhood of Spot pond, bordering Woodland road, is an area of private property occupied by the Langwood Hotel and several stone villas. The Langwood is a large summer hotel and many visitors to the Fells will find it convenient for luncheon or dinner.

From here the westerly section is reached by two ways: Pond street—past the northeasterly section, interestingly varied with wood and meadow land, traversed only by footways, and containing the small sheet of Doleful pond, more attractive than its name implies, and Saddle-back, Vamaset and Whip hills—and the north boundary road past Sheep Pasture Point to Main street and Bear hill. The second way crosses from Woodland road to Forest street just south of Spot pond. The views up and down the mile-long pond from both these ways are fine.

The service roads in the westerly section traverse much interesting and strikingly varied scenery. From near Porter Cove, Spot pond, a road passes between Middle and South reservoirs over the Causeway past Molly's Spring, with delicious cold water, to Winchester at Mount Vernon street. A branch follows the eastern shores of Middle and North reservoirs, running northward through delightful sylvan, pastoral and lake scenery past the westerly base of Winthrop and Bear hills. Branches from this road and from Main streets reach the ridges of these two hills through Dark Hollow. Bear hill is 370 feet above the sea, and



WINCHESTER NORTH RESERVOIR.

a lookout tower built by the Appalachian Club carries the point of view to a height of an even 400 feet. This is the northerly outlook point of the Fells, and commands a glorious panorama of wilderness, sylvan, rural and ocean scenery. Far to the southward the vast metropolitan population spreads its sea of houses in the hazy distance, with the State House dome exactly seven and three-fourths miles away. The mountains, from Wachusett to Monadnock and beyond, show much the same as from the Blue Hills; to the northeastward the great asylum in Danvers is a landmark; the Atlantic fills the east with its majestic expanse; on nearly all sides stretch the wild undulations of the Fells, with blue lakes in the valleys, and merging in a seeming wilderness that beyond, on nearly every side, is but dotted here and there with islets of human habitation, though the most populous section of New England.

On the Winchester side of South reservoir a road runs through the southerly section almost to the western base of Pine hill. From the railroad station at Medford square to Pine hill the distance is about a mile. Pine hill is the southern outlook point of the Fells. Jutting far out into the plain of the Mystic valley it commands extensive views, largely of a suburban character. In the lovely valley of Intervale brook, at the eastern foot of the hill, is the homestead of the late Elizur Wright, "the father of the Fells." His children generously gave the land about and including Pine hill in memory of their father, and near by Owen's Walk and Flagg's Walk commemorate his venerable colleagues. Wright's pond, Cudgel cave, and Wenepoyken, Silver Mine and Gerry hills are features of this section.

From the Winchester station the Winchester section is reached by Mt. Vernon street. Notable in this section are Boston Rock, Rockfield Ridge, Quigley Quarry, Nanepashemet hill, Squaw Sachem Rock, Grinding Rock hill and Money hill. Cranberry pool is a pretty bit of water near Nanepashemet hill, whence there is a fine view over the Mystic and Aberjona valleys, with the large populations of Winchester and Woburn.

To see the main features of the Fells the following drive may be advised: Bear's Den entrance, Malden, to Woodland road, thence by Pond street to north side of Spot pond, return by Pond street and Wyoming avenue to Ravine road, Woodland road and south of Spot pond to Forest street, thence across Causeway and return along the reservoirs to end of road at northern foot of Bear hill, thence return, and by branch to Bear hill summit, thence by Main and Forest streets to Medford. Carriages may be ordered at Malden, Medford, Melrose, Winchester and Stoneham. All the roads are practicable for bicycles, though having abrupt grades in places.



PINE HILL, MEDFORD

There are also many foot and bridle paths in all directions where one may wander for hours with a sense of absolute seclusion from the outside world. This constitutes the great service of these woodland reservations; the opportunity to lose one's self in the wilderness and escape, for the time being, from jarring contact with the nervous distractions of modern city life.

Street-cars: Scollay square to Malden (walk from Western Division B. & M. R. R. station by Summer street to Boundary road and Bear's Den entrance); to Medford square (walk one mile to Pine hill); Lynn & Boston line from Chelsea square via Malden and Melrose to Stoneham near easterly and northerly sections of the Fells.

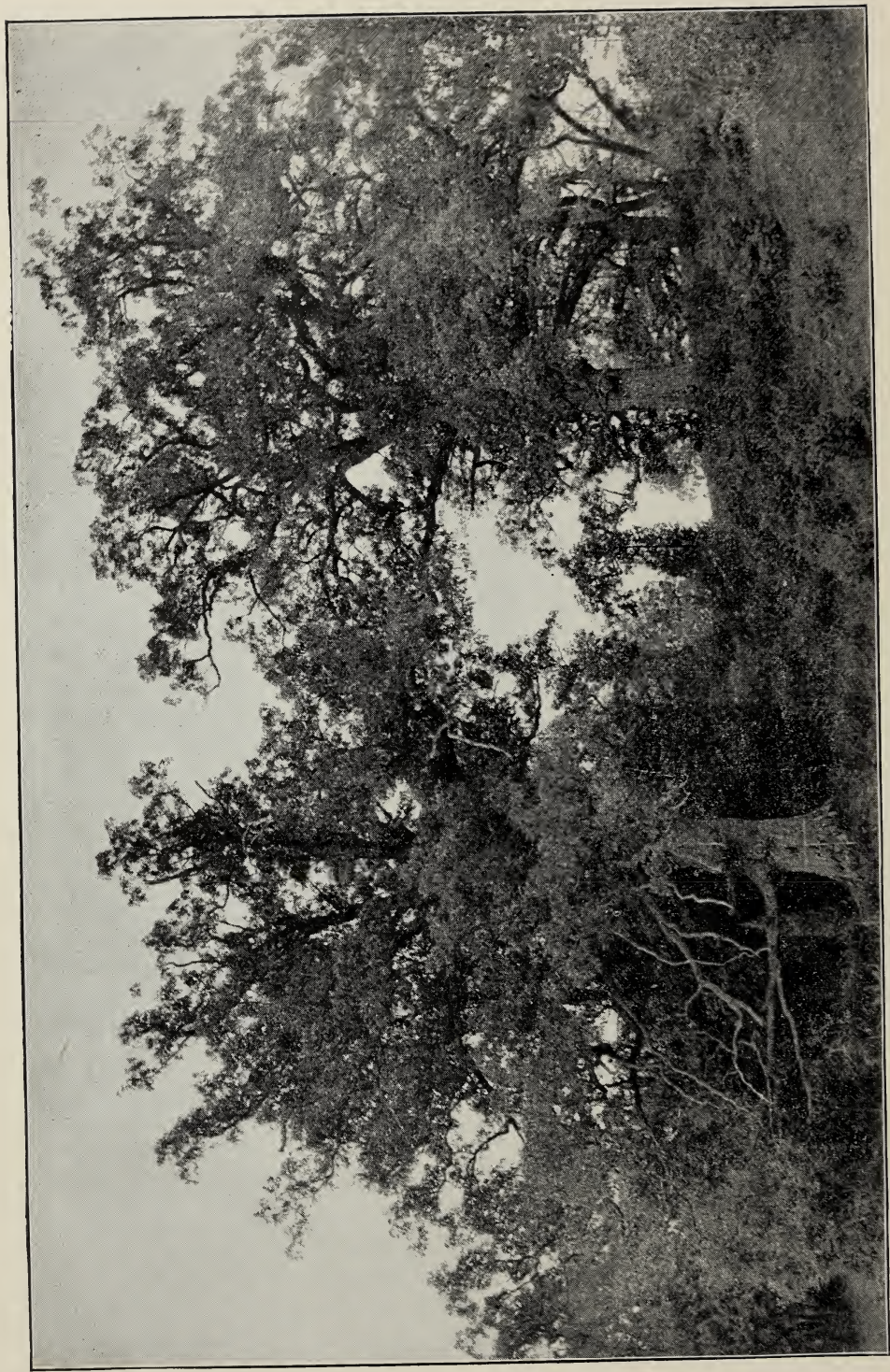
IV. BEAVER BROOK OAKS.

The first act of the Metropolitan Park Commission in the fulfilment of its trust was the taking of the tract of land along Beaver brook in Belmont and Waltham containing the magnificent oaks, and the cascade that was sung by Lowell. Though small in size it is of great importance by reason of its remarkable landscape beauty and its associations with one of the greatest and noblest of American poets. Its area is 58½ acres, but its rural character is on nearly all sides insured against the intrusion of discordant elements by the possession of very large neighboring tracts by the McLean Asylum for the Insane, the Convalescent Home of the Massachusetts General Hospital, and the School for Idiotic and Feeble-Minded Youth. A large part of the cost of taking this Beaver Brook Reservation, as it is called, was met by a gift of \$12,500 from Mrs. Elisha Atkins of Belmont and her son, Mr. Edwin F. Atkins. The Fitchburg Railroad and the Central Massachusetts line of the Boston & Maine border the reservation, and their Waverley stations are within five minutes' walk.

The site occupied by the oaks, the finest group of their kind in the United States, forms one of the most beautiful pastoral and park-like landscapes in the neighborhood of Boston. The oaks grow along the line of a kame, as the geologists call the drift formation believed to have been created by the action of sub-glacial streams. This kame is a remarkably fine example of its kind. Its serpentine form, with Beaver brook flowing swiftly at its base, gives beautiful diversity and finely modelled contours to the landscape.

The grand old trees were originally called the Beaver Brook Oaks, but when Waverley station was established near by that name became their popular designation. Their old name is now restored. Mr. L. L. Dame, in his "Typical Elms and Other Trees of Massachusetts," says that while solitary oaks as large as these

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OAKS AT BEAVER BROOK.

are not uncommon, it is not likely there is another group of such noble trees within the Eastern states. "With one exception, they are white oaks, now twenty-five in number. The sturdy individualism characteristic of the oak pushes now and then to the verge of eccentricity. Each differs from its fellows; each is worthy the pencil of the artist; as a whole they admirably illustrate the variant types of the species." Agassiz once roughly estimated the age of a hollow tree, prostrated by the wind, at 1000 years. Nearly fifty years ago one of the smaller trees was cut down and Lowell counted its rings. They numbered over 750. Mr. Dame says that the largest, and presumably oldest, of the group, may well have sheltered Leif Ericsson beneath its branches, and must have been at its best when Columbus rediscovered America. It is on the northern slope of the kame, is about fifty feet high, and five feet from the ground is 18 feet, $7\frac{1}{2}$ inches in circumference. Trapelo road divides the reservation into two sections; the larger portion, containing the oaks, lies south of the road, and the northern portion is just wide enough to give a sylvan seclusion to the valley of the brook. This part, which is bounded on the east by Mill street in Belmont, includes two small mill-ponds. The brook courses through a well wooded ravine, strewn with moss-covered granite boulders. The cascade above fills the air with the music of its waters, which tumble over a granite ledge. The whole locality was a favorite haunt of Lowell, and it did much to stimulate his keen love of nature to poetic expression. It was this cascade that he sung in his poem of Beaver Brook, one of his noblest and most exquisite lyrics, full of humane sentiment, and picturing a brighter future for the toiler, as well as exquisite pictures of local features. The mill of the poem has disappeared, with the great wheel that tossed "armfuls of diamond and of pearl." But we still have "the loose-piled wall" of the dam that hems in the pretty mill-pond that Lowell aptly called a "small pitcher," and "sweet Beaver, child of forest still," will henceforth bear its proper name.

Steam-cars: Union station by Fitchburg and Boston & Maine trains to Waverley; eight miles, twenty-two minutes.

V. LYNN WOODS.

The inspiring example of the establishment of Lynn Woods as the second largest municipal pleasure-ground in the United States furnished the immediate incentive to the movement that resulted in the metropolitan park system of Boston. "Such is the gift which the good God, working through social history and natural history and statute laws and the hearts of men, has given to the present and future people of Lynn," wrote Edward

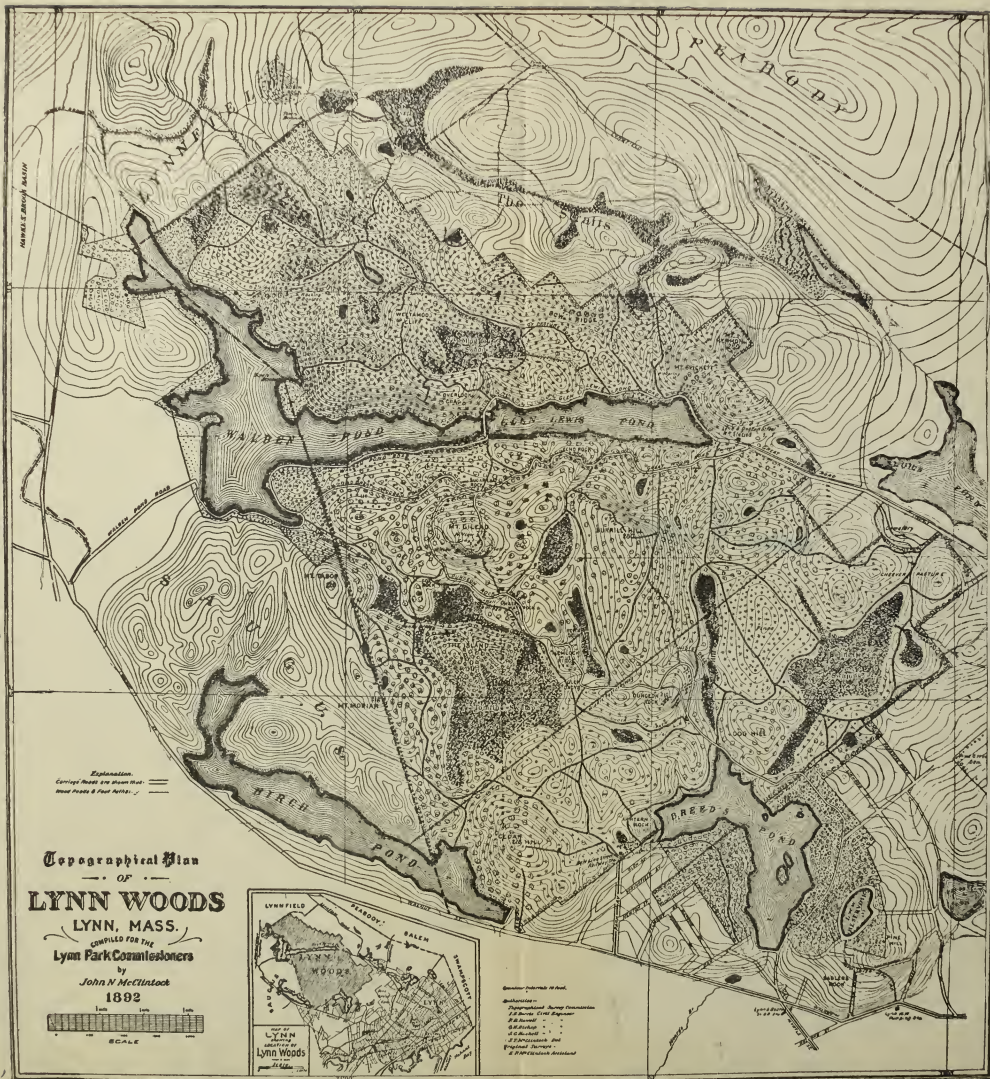
Everett Hale. Ten miles from the State House and within the Metropolitan Parks District, this magnificent public woodland is practically a part of the Boston system, corresponding on the north to the Blue Hills, which lie at the same distance in the opposite direction. It came about in this wise that the city of Lynn dedicated 2,000 acres, or one-third of its entire area, to public uses, reconstituting as a public domain a region that for nearly a century was held in common, for it was not until 1706 that it was divided up among the freeholders:

Three different causes led to this consummation. The wilderness region offered excellent advantages for an additional water-supply that was urgently needed. By damming the outlets of several swampy valleys between the rocky hills and clearing away the growth, a series of beautiful ponds was created, with a capacity of many millions of gallons. In their general aspect these ponds are not to be distinguished from natural lakes. Then to assure the water against pollution by human occupancy of the drainage areas the greater portion of the surrounding lands was taken by the water-board, to be preserved in a state of nature. The second factor was a movement on the part of several nature-loving citizens who conceived the idea of securing as much of this territory as possible by gift or by purchase with voluntary contributions. A Board of Free Public Forest Trustees was chartered by the Legislature to hold in trust for the people of Lynn whatever of this wild land should be conveyed to them. The late Cyrus M. Tracy, a distinguished naturalist and antiquarian, headed the movement. By this plan various scattered holdings of about 150 acres, all told, were secured. But there was no available means for connecting and unifying these tracts, and the movement came to a standstill. So the general park act was resorted to, with its power of condemnation. The act was accepted by the city and, \$20,000 having been raised by private subscription, an appropriation of \$30,000 was made by the city in 1889. With this sum not only was enough land secured to make the entire area 1,600 acres, including 300 acres of water-surface, but several miles of pleasant road were constructed. The total area has recently been increased to something over 2000 acres by co-operation between the park and water-boards, together with several gifts of land.

The landscape situation of Lynn is fortunate. The sea is at its feet, and the ocean surf breaks grandly upon its celebrated beach. On the other side the rocky woodland stretches away, and its irregular, tree-covered promontories come down into the town whose dense mass of houses retreats into the valleys, bringing to mind, when seen from a distance, the sea-waves as they surge up against a stony shore. The rugged hills form a portion

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LYNN WOODS — GLEN LEWIS ROAD.

of a range that runs inland and forms the northerly rim of the Boston basin. This region resembles the Middlesex Fells in many ways, but in its tree-growth it is far superior to the Fells and the Blue Hills. Nearly every tree native to New England is found here. Mr. Frederick Law Olmsted, when consulted in relation to the place, expressed great admiration for its natural character, and he said that it offered rare opportunities for those forms of recreation which experience shows to be of the most use to the great body of the people of a city. The entire region has now a genuine forest character, though early in Colonial days a large portion was cleared for pasture and tillage, and rude old stone walls run through the woods to this day.

Its central landscape feature is a grand woodland amphitheater, overlooking which, from almost any point, little can be seen but wood, water and rock. Several summits command views over the ocean, with the city in the middle distance, and Nahant appearing to be moored to the mainland by the slight thread of its isthmus. There are wide views southward, westward and northward; in the former direction the Blue Hills rise above the entrance to Boston bay, with the coast sweeping in a grand curve from Cohasset hitherwards to the Point of Pines, and the Saugus and Revere marshes spreading far inland close at hand. To the westward and northward the mountains of the interior show much the same as from the Blue Hills. Within the woods the broken shores of the ponds reveal themselves here and there, with bold crags and steep slopes about them. The aspect of the region changes with the seasons; in the summer the outlines are softened by foliage that subdues the rugged basis, the rocky formation appearing only at intervals and giving picturesque accent. When the leaves fall the rough nature of the land asserts itself and the scene frowns with Puritanical sternness; tempered, however, in sunny weather, by the exquisite violet tinge which the peculiar hue of the porphyritic rocks lends to the landscape. Several days might be spent in these woods without exhausting the wealth of scenery and the beauty of its sylvan nooks.

In the southward section Dungeon Rock is a romantic place with a magnificent growth of old pines about it. Here two de-luded treasure-hunters, Hiram Marble and his son, under "spirit guidance," searched for over twenty-five years for the treasure of the pirate, Thomas Veal, which tradition said was buried in a cavern whose entrance was destroyed by the great earthquake of 1658. The search was abandoned only at the death of the younger Marble, a few years before the place became the property of the Public Forest Trustees. In their search they excavated a tunnel about 150 feet long through the steel-like rock, twisting to and fro.

There are three main entrances, two on the city side and one

on the west. First is that to the Great Woods road, with electric cars from Lynnfield street to a point near Glen Lewis pond where there is a small building for shelter, refreshment and general information. This is the most convenient approach from Salem, Peabody, Swampscott, Nahant and Marblehead. The Dungeon Rock entrance is on the south on Walnut street at Sadler's Rock, and is also reached by electric cars. A beautiful road runs past Breed's pond to Dungeon Rock. The Belt line electrics run farther along Walnut street to a point near Birch pond where there is a footpath across the reservation to Dungeon road. There is also a footpath entrance from Lynnfield street near St. Mary's cemetery. All these approaches are convenient for persons coming from Boston by train and taking the street-cars at the Central station. The western entrance is from the Old Reading road to the dam at the foot of Walden pond, leaving the road at a point near the crossing of a canal. The Newburyport turnpike is but a few rods away and forms the most direct approach from Lynnfield. Persons coming by carriage or bicycle from Boston, Cambridge, Malden, Melrose, etc., by way of Saugus will find this the most convenient approach. The roads in the woods are excellent for bicycles, although occasionally too steep.

There are something over six miles of road in the territory. Great Woods road follows generally the line of an ancient wood road of the same name. It runs along the steep southerly slope of Glen Lewis and Walden ponds, past Echo Rock, with a fine view over Glen Lewis. On the left Boulder path runs across country to Dungeon Rock by way of Burrill's hill—the highest point in Lynn Woods, 280 feet above the sea—and past a noble group of gigantic boulders. Three roads diverge a little farther on; the left-hand way the Mt. Gilead loop, the middle way Dungeon road to Dungeon Rock, and on the right Great Woods road keeps on to Walden pond. At the summit of Mt. Gilead, 267 feet above the sea, is one of the most beautiful prospects in New England; a view which Mr. Olmsted said would make Lynn Woods famous. The hillside drops almost precipitously into the amphitheater of Tomlins swamp. An unbroken wilderness fills most of the range of vision. The nearest glimpses of civilization are Wakefield in the northwest, beyond a reach of tranquil meadow, and the Boston vicinage to the southward. To the southeastward is Massachusetts bay. Near at hand is a small building for shelter and the park office. Paths lead to the North View and the South View with varying and extensive prospects. Dungeon road runs from Dungeon Rock by way of Hemlock Ridge and under the cliffs of Mt. Gilead to Great Woods road. Glen Lewis road runs from Great Woods entrance along the northerly side of Glen Lewis pond, across the dam that separates

it from Walden pond, and on the southerly side of the latter to the western entrance, sweeping around the cove that receives the waters of Penny brook.

Undercliff path runs from Dungeon Rock across country to this cove, a walk of two miles through a region of exceptional interest. A secluded ravine on the way is named Glen Dagyr in honor of the Welsh shoemaker who came to Lynn and founded its great industry. Old Man's Walk is by a long, low ledge near the head of Penny Brook. Here an old hermit-like man named Hawkes, suffering from asthma, sought relief by living entirely in the open air, and every day, winter and summer, in all weathers, he would wander about these wilds, umbrella ever in hand. Large stones which he placed at convenient points, served him as seats. Here at this ledge he would stand or sit for hours, so motionless that the shy, woodland creatures would seem to recognize him as one of themselves, and even the young foxes would sport about him as fearlessly as kittens. This spot is therefore called Fox Ledge.

Penny brook bridge is a rude structure of stone built in the early days by farmers who, every time they passed, would contribute a penny until it was paid for. The way through Penny Brook Glen is exquisite in its sylvan loveliness. Tall pines and hemlocks shade the clear, amber-hued brook flowing among moss-covered boulders.

The Ox Pasture section is a wilderness of rolling hills, with a fine tree-growth, covering about 400 acres to the northward of Glen Lewis and Walden ponds. It is a maze of rocks, swamps and cliffs, with many spots where the oak, pine and hemlock have attained great size. No roads have yet been constructed through it. The Wolf-Pits are a remarkable feature of this section. They were built by farmers over 200 years ago. They are two in number, rectangular in shape, long, narrow and deep, lined with rock laid with remarkable evenness and in a state of perfect preservation. It is related that one morning one of these pits contained two strange occupants: a squaw and a wolf, crouching opposite each other at either end of the excavation, into which, on the same night, the wolf had first fallen and then the squaw. Both were paralyzed with terror. A third pit is on the island in Breed's pond, formerly a knoll in a swamp.

The electric cars of the Lynn & Boston Railroad run from the Central Station of the Boston & Maine Railroad to the several entrances of Lynn Woods at frequent intervals. Electrics also leave Scollay square for Lynn every fifteen minutes.

VI. THE OCEAN SHORE.

The establishment of seaside reservations, to assure to the people forever the coveted right of free access to the shore, is one of the most important elements in the scheme of metropolitan park improvements. The chief of these reservations is that of Revere Beach which, contemplated from the first, has just been made possible by the authorization of a loan of a million dollars for the purpose. This summer, therefore, the entire beach, for a stretch of over three miles from the bluffs at Beachmont to the Point of Pines, becomes public property. A plan is under consideration whereby the reservation may be extended southward along the Winthrop shore to Great Head in Winthrop at the entrance of Boston bay. A gift of most of the land required is promised for this purpose. This would give a grand stretch of over six miles of ocean shore.

Revere Beach is one of the finest reaches of shore on the Massachusetts coast—a grand crescent of surf-fringed sands with the Lynn Woods and the rock-hills of Saugus for a background beyond the wide green marsh levels. Its accessibility—only twenty minutes by ferry and steam-cars from the heart of Boston, and reached by electrics from all parts of the north metropolitan region—has made it immensely popular, notwithstanding its disgraceful condition, marred by shanties and all sorts of low resorts. These encumbrances will all be cleared away, the Boston, Revere Beach & Lynn Railroad will be removed from the crest of the beach to a new location, and replaced by a sightly oceanside way, with drive, walk and promenade, upon a long, sweeping curve extending the length of the beach.

Revere Beach is reached by the Boston, Revere Beach & Lynn Railroad (ferry from Atlantic avenue station), and by the Boston & Maine, Eastern division, to Crescent Beach, Oak Island and Point of Pines. The Lynn & Boston Railroad electrics reach the beach at Crescent Beach and also by way of Revere street. By the latter route cars also run from Malden, connecting with lines to Melrose, Stoneham, Woburn, Wakefield, Reading, Lynn and Medford.

LYNN, NAHANT AND SWAMPSCOTT BEACHES.

Other public beaches to the northward are those of Lynn, Nahant and Swampscott. Swampscott bay, on which these beaches front, has a shore of extraordinary beauty, forming a curve of almost horseshoe shape, with alternations of glittering sands and picturesque rocky headlands, woodland backgrounds and elegant villa sea-fronts, while the bold contour of Egg Rock, with its lighthouse, makes a striking accent in the scene. At the

foot of Nahant street, in Lynn, there is a fine reservation called Oceanside, recently established by the city of Lynn. Adjoining, there is a continuous stretch in Nahant of something like two miles, comprising the two necks uniting the mainland with Little Nahant and the large peninsula, with a water-frontage for most of the way both on Swampscott bay and on Lynn bay. To the northward the Lynn park board hopes eventually to construct a promenade and sea-wall in place of the present wooden bulkhead along shore, and connecting with the public beaches beyond, King's Beach in Lynn and Swampscott, recently taken by the Metropolitan Park board and transferred to the care of the local boards of the two municipalities, and Phillips, or Fishermen's Beach in Swampscott, taken by Swampscott for park purposes.

VII. THE RIVER VALLEYS.

A third element in the scheme of metropolitan improvement is the reservation of the river banks so far as possible, both for sanitary reasons in preventing the pollution of the waters and the establishment of nuisances along the shores, and because such lands with their adjacent waters offer particularly attractive facilities for various forms of popular recreation. Notable progress has been made in these directions both on the Mystic and the Charles.

MYSTIC RIVER.

In the valley of the Mystic, including the Aberjona river above the Mystic ponds, free gifts of land and takings by the town of Winchester have led to the adoption by the Metropolitan commission of a plan by which a fine river and lakeside parkway from the centre of Winchester along the easterly side of the Mystic ponds to High street in Medford will be secured. This will give a continuous stretch of over three miles of water-way and drive. The opportunities for boating are remarkably good.

CHARLES RIVER.

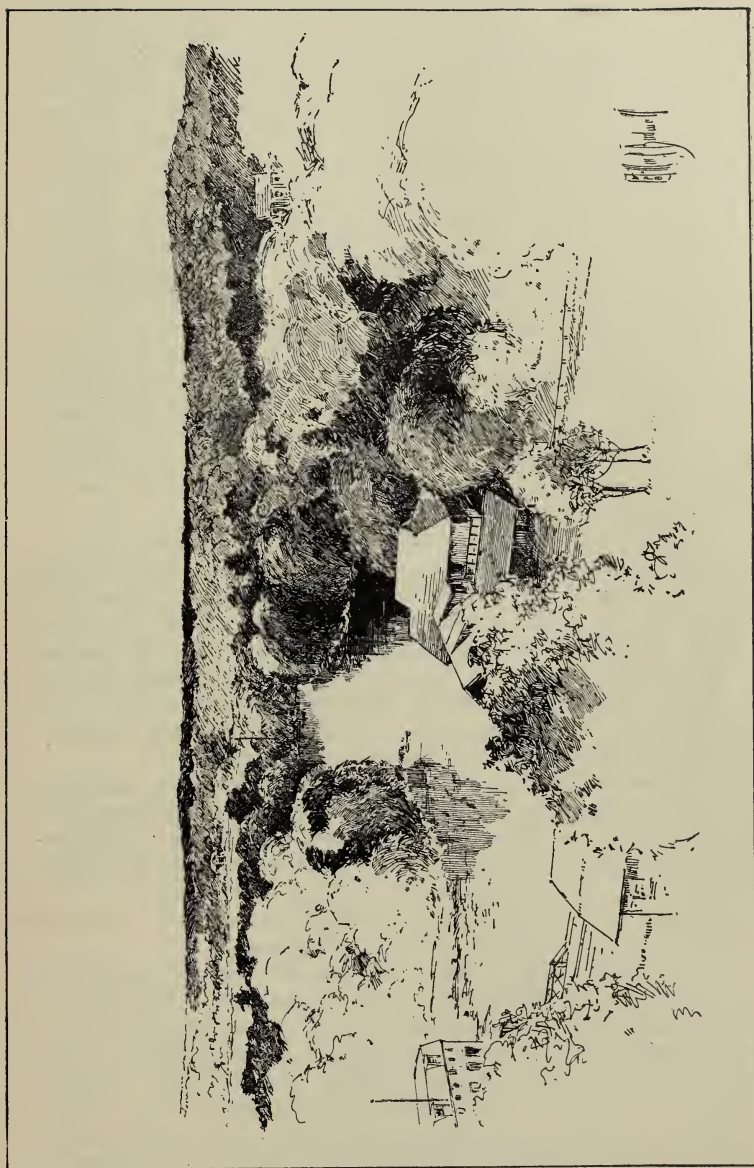
Along the Charles river a large extent of the shore has already been reserved for various purposes. Of the sixteen miles of bank bordering the tidal portion of the stream from Craigie bridge to Watertown bridges seven miles had already been acquired by various public and semi-public agencies when the Metropolitan Park Commission began to make its takings. On the Boston side were Charlesbank, Longfellow meadow and Soldier's Field, and on the Cambridge and Watertown side the park improvements recently entered upon by Cambridge, which take nearly the entire

bank in that city for the Front, the Esplanade and Charles river drive, while the frontages of the Cambridge hospital, the Cambridge Cemetery and the United States Arsenal make up the remainder. The rest has been taken by the Metropolitan board, with the exception of practically irremovable industrial establishments in Brighton. The problem of the manner of improvement remains in abeyance pending the settlement of vexed questions concerning tidal flow, the construction of a dam, and the relations involved with the national and state governments. The plan favored by the Metropolitan Park board and the State Board of Health would convert the estuary into a fresh-water basin, and national engineering authorities recommend that such a basin be used for the mooring of the steel war-ships of the navy when not in commission. The best experts pronounce this plan the most economical and serviceable in its promised results.

Cambridge has entered upon an extensive scheme of park improvement, mostly in connection with the river front, and yet in its early stages of planning and construction. A drive and promenade, with adjacent playgrounds, etc., will occupy four miles of the river bank in Cambridge. This drive will connect with Fresh Pond park, and thence it is suggested that a parkway connection be made with the Mystic Valley improvement along the line of Alewife brook. Fresh Pond park contains nearly 325 acres of land and water, the pond occupying something over half the area. A well-built pleasure-drive surrounds the pond, but, laid out by the Cambridge water-board without the slightest reference to landscape considerations, the park must be thoroughly reconstructed before its scenery can be made beautiful.

Above the Watertown bridge the Charles, in its course through the Metropolitan District, has long sections of slack water, divided by dams and falls at Newton Upper Falls, Newton Lower Falls, Waltham and Watertown. These slack-water stretches give remarkably fine opportunities for boating. Several miles of this part of the river are bordered by reservations for public uses, and it is the purpose of the Metropolitan Park board, so far as practicable, to unify and connect these reservations in a way that will preserve and enhance the beauty of the river scenery and improve its sanitary conditions.

One of the most beautiful sections of the river is that between Riverside station in Newton, on the Boston & Albany Railroad, and Waltham. It is the great fresh-water boating ground of metropolitan Boston, and the scene here on summer afternoons and evenings is one of the remarkable spectacles of out-door life in this part of the world. The water is animate with many hundreds of canoes with young people of both sexes in the picturesque costumes and graceful attitudes that belong to aquatic



CHARLES RIVER AT RIVERSIDE STATION.

pleasuring, and steamboats, steam, naphtha and electric launches darting to and fro add to the interest of the scene. This section of the river is exceptionally beautiful, with banks mostly of a sylvan and pastoral character. A large portion of the water-front in both Newton and Weston is reserved for public purposes. On the Weston side the frontage between the stone bridge and Riverside has been devoted by its owner, Mr. Francis Blake, to such purposes, and between Riverside and Newton Lower Falls Mr. Charles Wells Hubbard has given to the town a park of fifteen acres. On the Newton side the city has established a park at Auburndale of twenty-four acres, with over half a mile of water-front, and between Riverside and Newton Lower Falls the city has a park with something like a mile along the river. All these park lands are beautifully wooded.

A striking feature of this part of the river is the "Norumbega Tower," at the mouth of Stony brook in Weston; a picturesque and massive structure of stone erected by the late Prof. E. N. Horsford of Cambridge to mark the site of the ancient town of Norumbega of Norse legends, which, according to the elaborate historical and archæological researches to which he devoted his later years, was located here.

In this connection may be mentioned a recent park-improvement by the city of Waltham, which has recently acquired about seventy acres of the twin summits and the slopes of Prospect Hill and has built a good carriage road to the top. Next to the Blue Hills, Prospect Hill park contains the highest ground near Boston, 460 feet above the sea. The "hill country" of the Massachusetts interior may be said to begin with this eminence. It commands noble views on every hand and overlooks a large part of the valley of the Charles through the Metropolitan District.

Canoes and rowboats are to be hired at Riverside and Waltham, and from Waltham there are excursion trips in steamboats and launches. At Riverside the handsome clubhouse of the Newton Boat Club is on the Newton side of the stream, and nearly opposite is that of the Boston Athletic Association.

Steam-cars to Riverside: Kneeland street and Columbus avenue stations, Boston & Albany Railroad.

At Newton Upper Falls is the famous Hemlock Gorge, just acquired by the Metropolitan Park Commission. This scene of extraordinarily picturesque and romantic charm is formed by the swift passage of the river, in falls and rapids, through a wild, rocky gorge, with precipitous banks clothed with a splendid growth of hemlocks, and spanned by the grand arch of Echo bridge, carrying the Sudbury aqueduct of the Metropolitan water-works. This spot, which lies in the three municipalities of Newton, Needham and Wellesley, is one of the rare landscape

sights of the public reservations of Greater Boston. Say the landscape architects: "Whether it be viewed from the high summit of the aqueduct arch, from the low level of Boylston street bridge or from the points of ledge near the Newton Mills, this passage of the river through the rocks and hemlocks presents a scene such as cannot be matched in the whole metropolitan district."

Above Newton Upper Falls between seven and eight miles of river front, including most of both banks, in Newton, Needham, Dedham and the West Roxbury district of Boston, has been reserved by Newton and Brookline to protect their water-supply from pollution. This reserve covers over 900 acres, about 700 of which belong to Newton. Mostly low and swampy, it is at present of little service for recreation, but it preserves the scenery of the river from disfigurement.

Steam-cars to Newton Upper Falls: Kneeland street and Columbus avenue stations, Boston & Albany Railroad.

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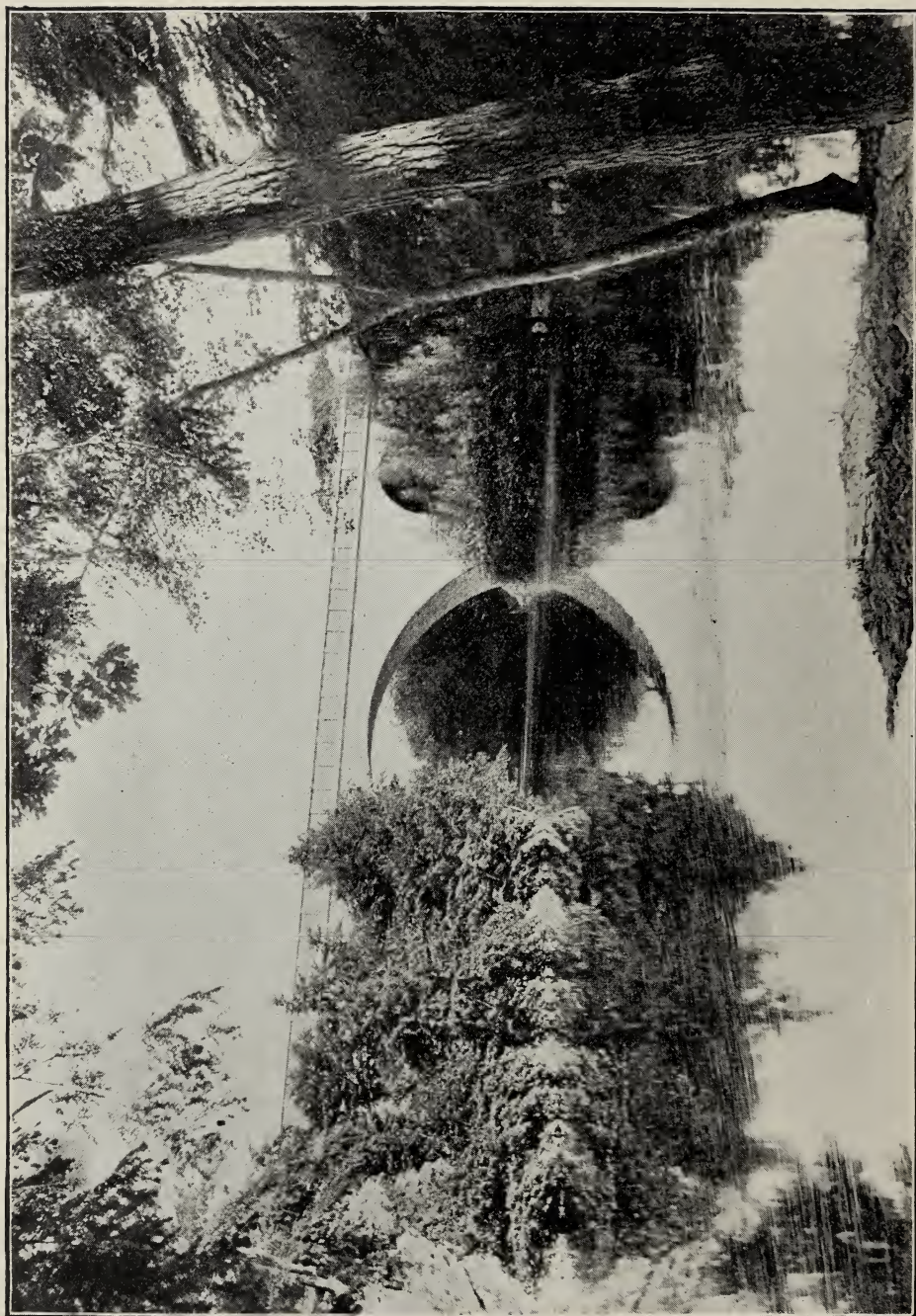


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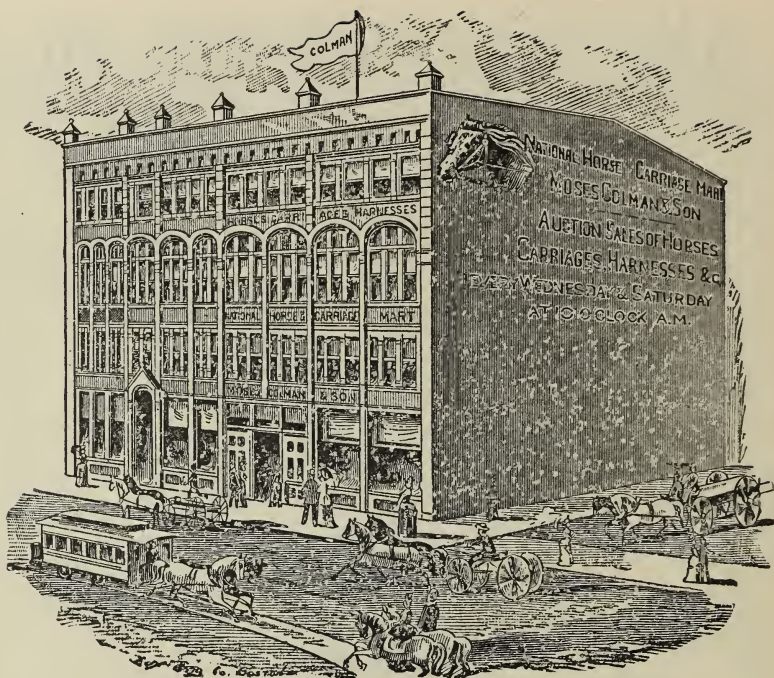
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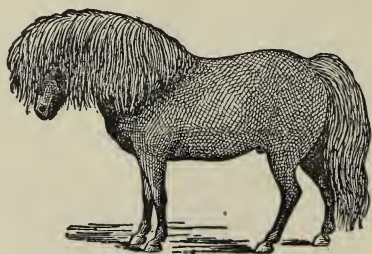
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\$10.00 A. M.—Bay State Limited.	‡3.00 P. M.—Shore Line Express.
10.03 A. M.—Day Express.	‡5.00 P. M.—Gilt Edge Express.
1.00 P. M.—Afternoon Express.	‡12.00 night—Midnight Express.
1.03 P. M.—Sea Shore Express.	

FALL RIVER LINE—Rail and Sound.

Via Fall River and Newport—6 and 7 P. M. week days and sundays, connecting at Fall River with steamer PRISCILLA, PURITAN, PILGRIM or PLYMOUTH.
Orchestra on each steamer.

PROVIDENCE LINE—Rail and Sound.

Via Providence—6.30 P. M. week days, connecting at Providence with steamer MASSACHUSETTS or CONNECTICUT.
Orchestra on each steamer.

STONINGTON LINE—Rail and Sound.

Via Providence—5.30 P. M. week days, connecting at Stonington with steamer NEW HAMPSHIRE or MAINE.

Philadelphia, Baltimore and Washington.

Via Shore Line and Pennsylvania R. R. Steamer Maryland Transfer.
9.00 A. M.—Colonial Express.
‡7.02 P. M.—Federal Express.

Through tickets, parlor car seats, berths in sleeping cars and staterooms on steamers may be obtained at 3 Old State House and at Park Square Station.

‡Parlor cars only—special ticket required.
‡Week days and Sundays.

Geo. L. Connor,

Pass'r Traffic Manager.

A. C. Kendall,

Gen'l Pass'r Agent.

June 16, 1895. L. H. Palmer, Boston Passenger Agent, 3 Old State House.

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Cars leave BOSTON FOR CHELSEA, passing the United States Navy Yard, and near the Bunker Hill Monument, in Charlestown, every 2, 5, 7 and 10 minutes.

Cars leave BOSTON FOR CRESCENT AND REVERE BEACHES, the most famous beaches on the North Shore, every five minutes; fare only FIVE CENTS.

Cars leave BOSTON FOR LYNN, SWAMPSCOTT AND MARBLEHEAD, via CHARLESTOWN, CHELSEA, REVERE, AND THE MARSHES, as follows: 6.45, 7.15, 7.45, 8.15 A. M., and every 15 minutes until 8.15 P. M., and then every half hour until 11.15 P. M.

A change of cars can be made in Central Square, Lynn, for Lynn Woods, (Lynn's famous park of 2,000 acres), Salem and Peabody.

Cars leave LYNN FOR SALEM AND SALEM WILLOWS every half hour in the forenoon and every fifteen minutes in the afternoon. A car can be taken at Marblehead for a delightful ride to Salem, and Salem Willows, or on to the beautiful town of Danvers, passing many old and noted points of interest, such as the Home of Rebecca Nurse, Birthplace of General Putnam, etc., etc.

Cars leave SALEM SQUARE hourly for ASBURY GROVE CAMP GROUND, in Hamilton, via Beverly and Wenham.

Cars leave CHELSEA SQUARE FOR WOBURN, via Everett, Malden, Melrose and Stoneham, passing Pine Banks Park and Middlesex Fells. A change of cars can be made in Malden for Lynn and Salem, via Maplewood and Cliftondale, or a change can be made in Melrose for Lynn and Salem, via Saugus Centre.

Lynn & Boston Railroad Co.

Pleasure Resorts and Points of interest on the lines of the Lynn & Boston Railroad Company.

LOCALITIES.

Boston,	Glenmere,	Woburn,	South Salem,
Charlestown,	Lynnburst,	East Woburn,	Salem Willows,
Chelsea,	Upper Swampscott,	Faulkner,	Peabody,
Winthrop Junction,	Lower Swampscott,	Maplewood,	South Peabody,
Everett,	Clifton,	Linden,	Danvers,
East Everett,	Beach Bluff,	Cliftondale,	Asylum Station,
Malden,	Devereaux,	Beachmont,	Danversport,
Middlesex Fells,	Marblehead,	Crescent Beach,	Danvers Centre,
Wyoming,	Saugus,	Revere,	Putnamville,
Melrose,	East Saugus,	West Lynn,	Beverly,
Melrose Highlands,	Saugus Centre,	Lynn,	North Beverly,
Stoneham,	Salem,	East Lynn,	Wenham,
Lindenwood,	North Salem,	Wyoma,	Hamilton,
	Asbury Grove.		

PLEASURE RESORTS.

Crescent Beach, Chelsea,	Twin Springs, Lynn,	Spring Pond, Peabody,
Ell Pond, Melrose,	Nahant Beach, Nahant,	Brown's Pond, Peabody,
Columbus Park, Melrose,	Willows, Salem,	Pine Banks Park, Malden,
Point of Pines, Revere,	King's Beach, Swampscott,	Wenham Lake, Wenham,
Revere Beach, Revere,	Phillips Beach, Marblehead,	Asbury Grove, Hamilton,
Echo Grove, Lynn,	Crocker Park, Marblehead,	Franklin Driving Park, Saugus,
Birch Pond, Lynn,	Fort Sewell, Marblehead,	Prankers Pond, Saugus,
Breed's Pond, Lynn,	Highland Park, Peabody,	Lily Pond Grove, Saugus,
Flax Pond, Lynn,	Rockdale Driving Park, Peabody,	Bartholomew's Pond, Peabody.
Goldfish Pond, Lynn,		
Lynn Woods, Lynn,		

Points of Interest.

U. S. Navy Yard, Wapping Street, Charlestown. Bunker Hill Monument, Monument Square, Charlestown. U. S. Marine Hospital, Broadway, Chelsea. Soldiers' Home, Powder Horn Hill, Chelsea. Dungeon Rock, Lynn. High Rock, High Rock Avenue, Lynn. Floating Bridge, Lynn. Moll Pitcher's Grave, West Lynn.

SALEM.

Roger Williams' House, corner North and Essex Streets. The Shattuck House, of Witchcraft fame, 317 Essex Street. House visited by Lafayette in 1784, and Washington in 1789, 138 Federal Street. Gallows Hill, head of Hanson Street. Old North Bridge, junction North and Bridge Streets. East India Marine Hall opposite St. Peter's Street. Old Pickering Mansion, built 1649, 18 Broad Street. First Church, built in 1634, rear of Plummer Hall. House of Seven Gables, 34 Turner Street. Hawthorne's Birthplace, 21 Union Street. Remains of Fort Pickering, Winter Island. Fort Lee, near the Willows. Ship Rock, Lynnfield Street, Peabody.

DANVERS.

Home of Rebecca Nurse, Centre St. Birthplace of General Putnam, Centre Street. Oak Knoll (Whittier's Home), Summer Street. Peabody Institute, Sylvare Street. Danvers Asylum, Newbury Street.

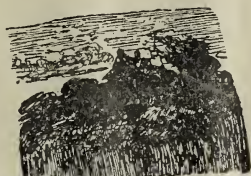
MARBLEHEAD.

Old Burying Hill, Orne Street. Fountain Inn, Orne Street. Moll Pitcher's Birthplace, Orne Street. Cow Foot, Head of Harbor. Birthplace of Governor Gerry. Hospital Point Light, Beverly Cove.

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